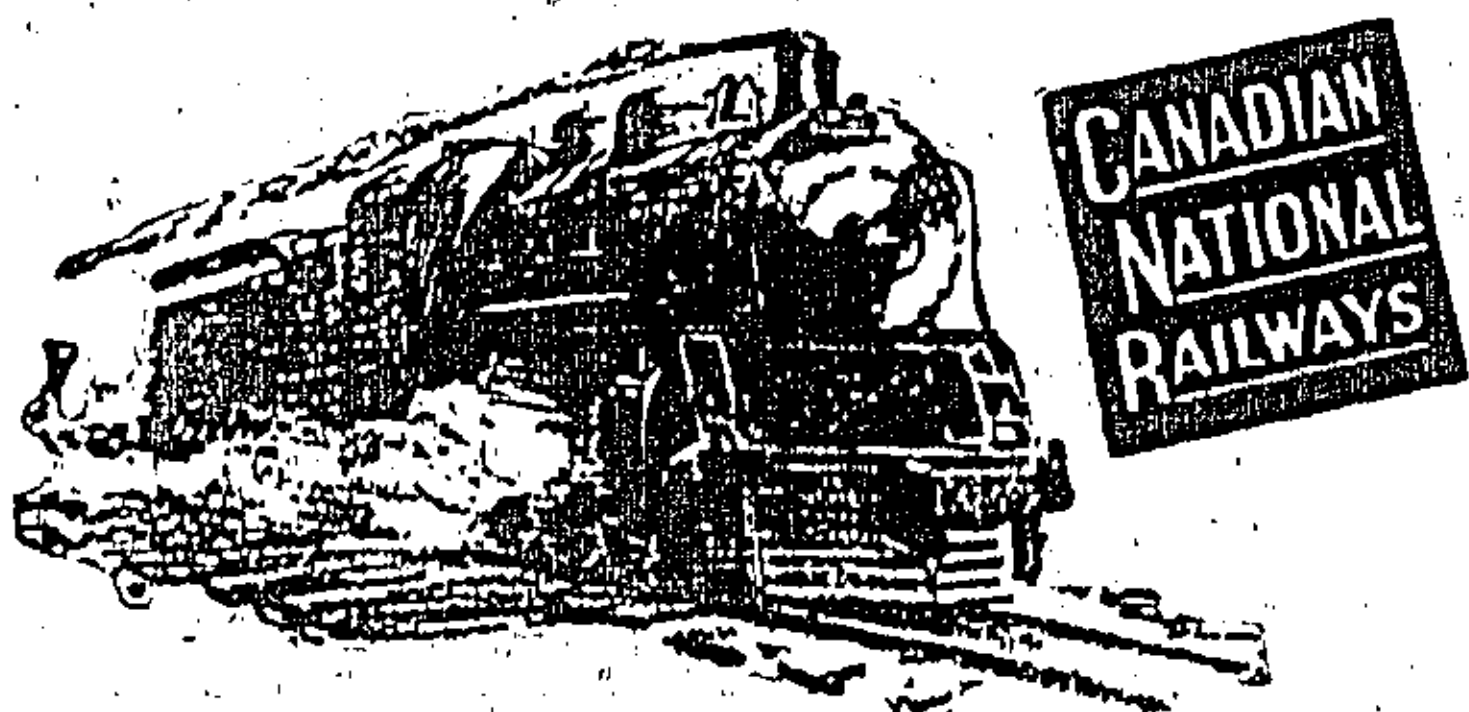


It used to be said that there were 826 Dycks in existence, 1,780 of which were in America.

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The Canadian National Railways, serving principal cities in Canada from the Pacific to Atlantic, offers travellers new luxurious trains and choice of several routes by which to view:

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THEOSOPHICAL SOCIETY.

EASTERN AND WESTERN IDEALS OF LIFE.

At this week's public meeting of the Hongkong Lodge Theosophical Society on Thursday, Mr. H. E. Lanpart gave an address on "Eastern and Western Ideals of Life." He said in brief: The difference between Eastern and Western Ideals, and their utility in the evolution of Humanity at large in their present conflict must be understood if we should read with eyes of wisdom rather than with eyes of passion the pages of history which are to-day being unrolled before us. It is the part of the student of the Divine Wisdom to try to feel peace amid combat and to fix his eyes steadily on the goal to be arrived at, so that he may not be whirled off his feet by the turmoil of the moment.

We do not put the Eastern and Western Ideals in conflict, yet that conflict has to some extent been inevitable. If we look back over the nineteenth century we shall notice that more and more the West has been dominating the East, by conquest primarily, but to an immense extent by the spread of western thought and western ideals, the whole current of affairs meant the slow, but complete subordination of the East to the West, and that carried with it the gradual perishing of the eastern, and the substitution for them of the western, ideals.

Although the agricultural and artisan population, as well as the population rich with the culture of Eastern thought and literature, remain more or less unaffected, yet the most potent factor, the young generation, in numbers comparatively small, but carrying with them the weight of the power of thought of quick intelligence and keen enthusiasm, were quickly undergoing the process of Westernization.

Balance Redressed.

Those who guide human destinies, the true Authors and Creators of the World's History, directing from the higher worlds the affairs of men and nations saw, that the eastern ideals were in danger of perishing, and in order that humanity might not thus be deprived of part of its ideal wealth, we see the balance between the East and the West being redressed to-day, giving back to Asia some of its ancient independence.

What are then these eastern ideals regarded as so important by the great Intelligences that guide the destinies of nations? One leading eastern ideal is that the world is under a divine guidance, that there is a most powerful, constant and directive action playing on the world of men from superhuman Intelligences that do not belong to the human evolution, that the destinies of nations are guided from the invisible worlds. This is not a mere lip belief, as in the West, but an active, working and universally in ordinary life in the East recognized belief.

The attitude to life of Eastern people, who thus regard superhuman Intelligences as constantly intermingling in human affairs, becomes utterly different to that of the West. That God is against no nation, but is for every one, is a view interwoven into the very fibre of eastern thought, although it has vanished from the West, and that ideal of the invisible worlds mingling in the affairs of men was one that had to be saved. This view of divine governance moulds the eastern idea of human government, considered ruling by divine authority, not by human suffrage, and hence the responsibility of the higher for the lower in a definite established thought in the East.

Rulers' Responsibility.

Growing out of this ideal of the responsibility of the rulers for

the ruled is the next great eastern ideal, that of Duty, given to everyone by the law of the past, and through the accomplishment of which alone progress is possible. Thus the whole social and political ideal of eastern nations is built on duty, meanwhile the western ideal is that of one's "rights."

This western ideal of getting one's rights at all cost also has its place in evolution, but it is an ideal of combat, of competition, absolutely necessary, with all its undesirable accompaniments, as one stage in the progress of humanity; but it is the very antithesis of the eastern ideal, which sees a man surrounded by duty and is practically blind to his rights. No man following an eastern ideal says "it is my right to have so and so," only duty, yes, duty to all around, to inferiors, equals and superiors, but always duty, and no excuse for broken duty because another has broken his duty to oneself.

It is necessary to realize the value to humanity at large of that ideal of duty, to understand the necessity of not allowing it wholly to pass away from the minds of men. What it can do embodied in a nation, the triumphs of Japan in the Russo-Japanese war have shown out of that ideal, again, grows another eastern thought, the relative character of all morality. This meant that duties and hence the morality of each man, will vary with his position, with his stage in evolution.

No eastern sage or thinker dreams of laying down one common moral ideal for all, that is a purely western fancy, and does not on the whole work very well. There is no hurry, we need not try to compass universal perfection in a single life, if we learn the duties belonging to our stage and do them well, our progress is sure, other parts of the moral codes will find their accomplishment in lives yet to be lived.

Simple Life.

This view of the relativity of morality is another of the valuable eastern ideals which has something to say to the West, where we see a lip belief and lip acceptance of Christian ideals as given in the Sermon on Mount but which does not guide most men on all stages of growth, and is therefore in practical life after disregarded. The last eastern ideal we mention here is that of the "simple life," and of voluntary poverty.

Amongst western nations the standard of social position has been first birth and then wealth, resulting in the vulgarizing of society, in the loss of noble manners stately and dignified. In the East, wealth has never been regarded as the standard of social position, on the contrary the gathering of wealth was that of the lower classes. The wealth of a teacher is his learning, it is written, and we see in the East the millionaire and the prince alike bow down before the poor but learned man, the sage. Well it would be for western nations if they followed the simple and dignified beauty of life, the gentleness and ease of eastern nations, in which lie their strength and remarkable longevity.

CONSUL DEPARTS.

M. BRIDAT TO REPRESENT CUBA AT CALCUTTA.

Among passengers departing by the s.s. President Wilson this week were M. Bridat and Madame Bridat for Calcutta. M. Bridat has for a considerable period been acting as the Cuban Consul in Hongkong and his profferment to a higher post has been the occasion of general congratulations by his many friends.

On the eve of his departure, a farewell dinner was given by his South American Consular colleagues, at the Hongkong Hotel, among those present being the

INSPECTOR BOND.

FURTHER PRESENTATIONS TO DEPARTING OFFICER.

A dinner was held at the Hotel Savoy on Thursday evening by the friends and colleagues of Inspector Bond of the Water Police, who leaves to-day for England on retirement. This was made the occasion of general hilarity and fun making at the expense of the officer who has compelled the good feeling of the community by his unflinching tact and genial personality.

Several novelties were introduced, all of which had a bearing on the work of Inspector Bond. He was given a Sunday permit for working cargo and the replica of a vessel without lights, and of the 50 guests present, there were few who did not in some way contribute to the gaiety of the evening in a similar manner.

Yesterday afternoon, the Chinese crews of the Police launches gathered at the Tsim Tsa Tsui Station to present Mr. Bond with an embroidered scroll, in which they expressed their appreciation of his administration and gave him their good wishes for a happy and long continued retirement.

The Presentation.

Inspector Ogg made the presentation, his speech being translated by the station interpreter, the full strength of the coxswains, seamen and stokers of the Police launches being present. Inspector Ogg found it difficult to express himself after the highly eulogistic remarks of the Captain Superintendent of Police and thought that the crews gathered would agree with him, that while Inspector Bond may not have been at times too good in their opinion, he had never been too bad and there were many among those present who had to thank him for help and assistance. On behalf of the Chinese Water Police Staff he wished Inspector Bond the best of health and happiness in his retirement.

Sub-Inspector Andrews also testified to the excellence of Inspector Bond's control of the floating service and felt sure that the good wishes of all of them would follow him. The embroidered scroll was then presented, a magnificent embellished silken hanging, more than seven feet in length, together with two silver vases. Inspector Bond was visibly affected and replied haltingly, asking that those who had so ably supported him during his tenure of office would give the same loyalty and consideration to his successor. If in the future, he said, any of those who had worked under him had occasion to visit England he hoped that they would not fail to call upon him. The senior members of the Chinese staff then shook hands with the departing officer and a touching ceremony closed with the assembled seamen filing past and paying their respects to a well loved chief.

Consul for Mexico and Madame Castillo, the Consul for Chile and Madame Guzman Cruzaga, the Consul for Panama and Madame Vallarino, the Consul General for Peru and Madame Rouillon, and the newly appointed Consul for Cuba and Madame Bonachea.

A number of felicitous speeches were made, the various national representatives wishing all good luck and success to M. and Madame Bridat, the principal of which was that of Mr. Valarino, whose references to past friendship and co-operation were particularly apt and amusing. The evening ended in a wealth of congratulations and a send-off which was in keeping with the esteem in which M. Bridat has been held while resident here.



DON WHISKY IS AGED AND UNIFORMLY GOOD—IT IS THE FAVOURITE OF PRE-WAR DAYS.

The flavour and excellence of DON is the secret of many generations of distilling. You have missed DON since the war, but now it is back to you again—exactly the same quality as before. You will not be disappointed!

At your club or store.

N.S. Moses & Co., Ltd.

Agents

Refreshment of mind and body—rest, happiness, and glorious moorland air—is to be found at

HARROGATE

BRITAIN'S FAMOUS SPA

No spa in the world can offer you greater facilities for health.

Pullman and Fast Restaurant Car Trains daily from King's Cross Station, London

A BOOKLET giving full particulars about Harrogate will be sent free on application to MESSRS. THOS. COOK & SON'S offices, or N. J. C. Broom, General Manager, The Royal Baths, Harrogate.

Cod-Liver Oil with the Pleasant Taste "BYNOL"

TRADE MARK

'Bynol' is a perfect combination of Norwegian Cod-Liver Oil with the finest Malt Extract and possesses unique nutritive and body-building properties. As an energising and protective food for children and adults it has no superior. Although containing a very high proportion of Cod-Liver Oil the taste of this is so effectively masked in 'Bynol' that it can be taken readily in cases where the oil alone could not be tolerated.

The following letter testifies to the pleasant taste of this preparation.

The Doctor's Jam.

Dear Sir, I prescribed 'Bynol' for a patient convalescent after pneumonia. The preparation not being finished was found by her little children, who promptly demolished the remaining 'Bynol' and called it 'the doctor's jam'.

Yours truly, M.D.

Obtainable from Chemists, Stores, etc. in jars containing 10 and 20 oz.



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(Incorporated in England)
40 Canton Road, Shanghai

Distributors—
American Milk Products Corporation.

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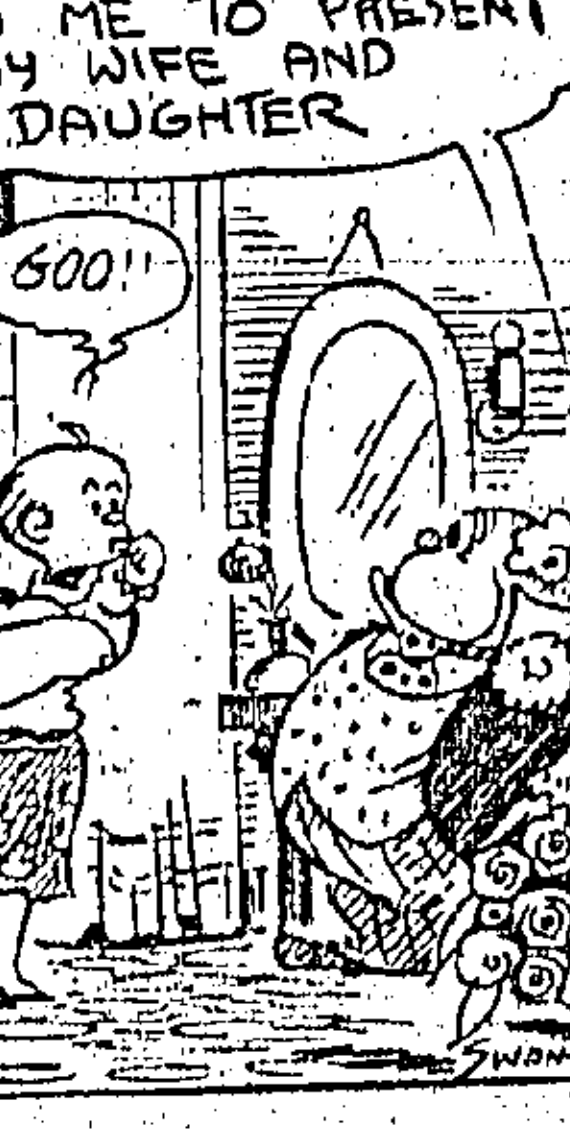
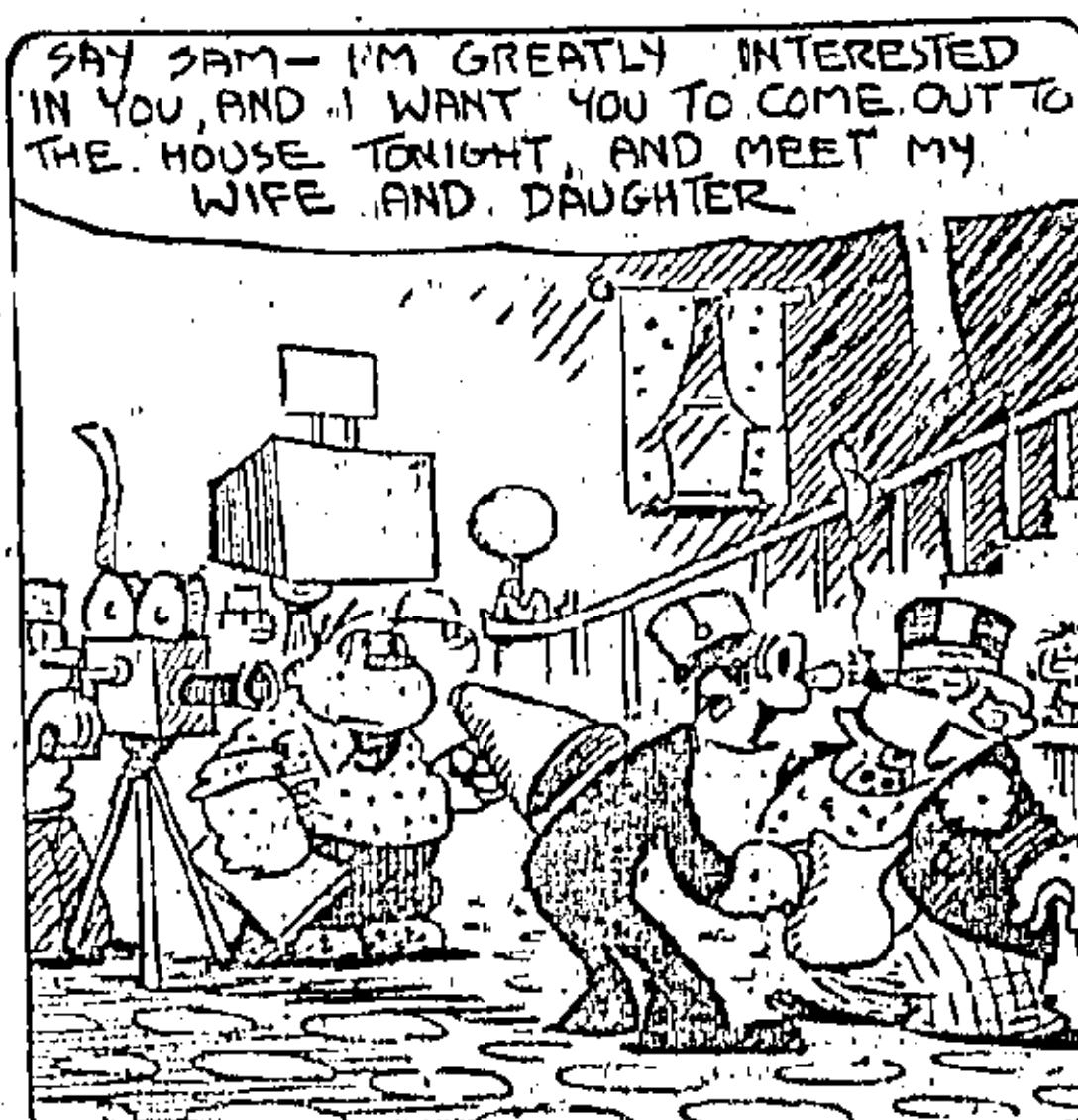
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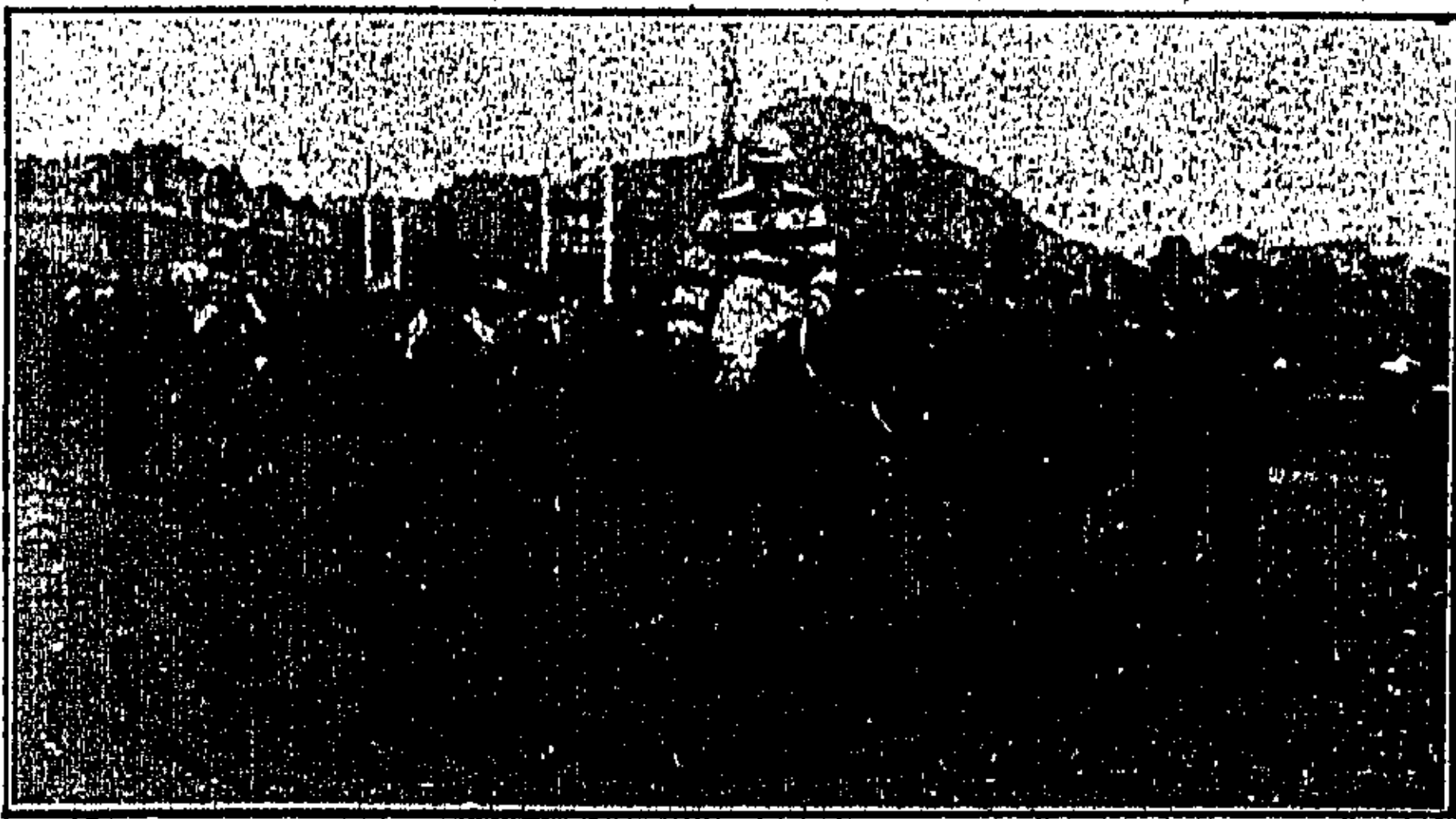
SALESMAN SAM

Some Daughter

By Swan

If you would see your children grow stronger each day—become rosy, plump and full of life—try SCOTT'S Emulsion, the mother's friend! Ask for SCOTT'S EMULSION

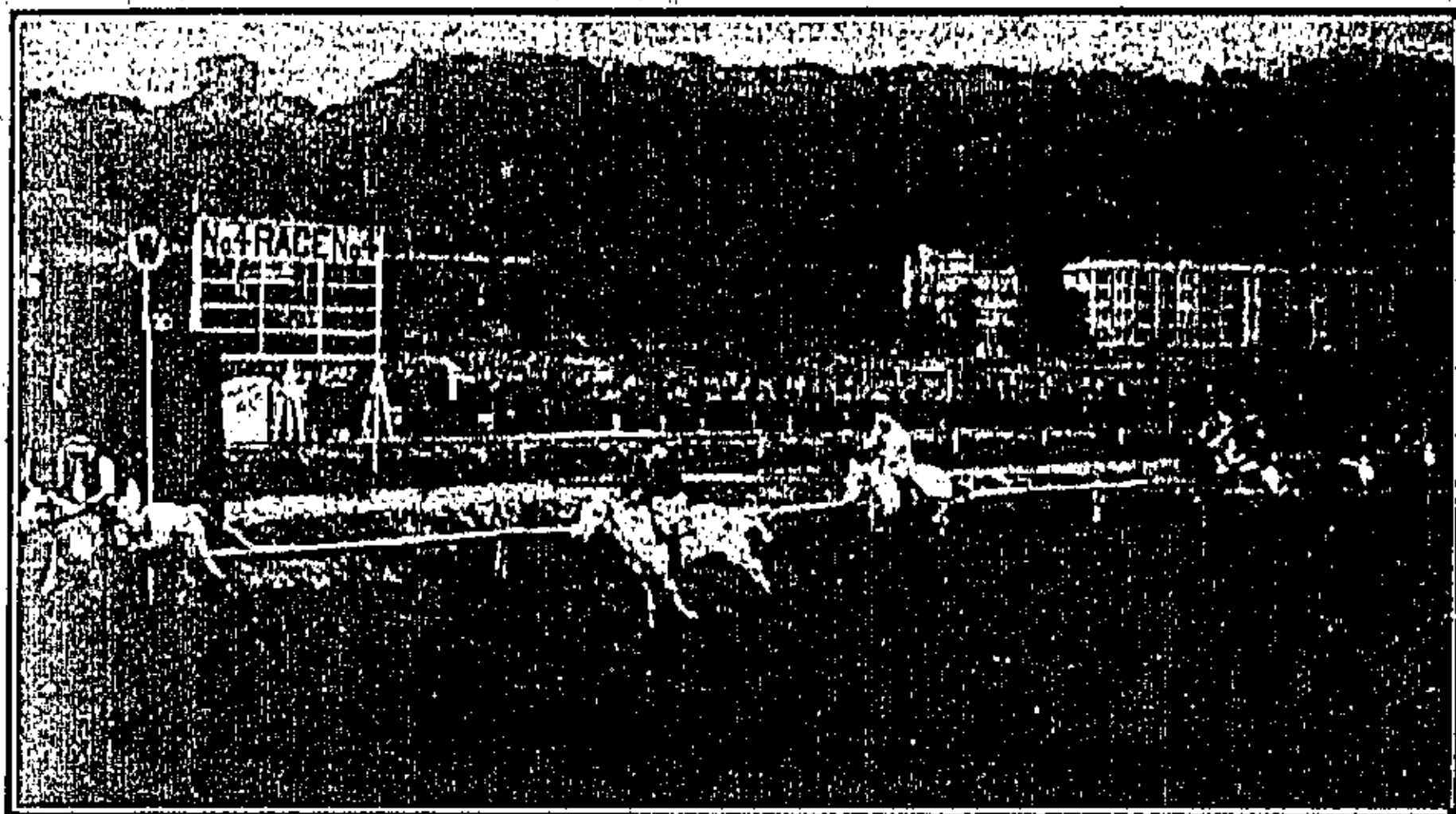




Mr. L. Dunbar leading in Chesapeake Bay after winning the Maiden Stakes, (Mr. Dallas up) on the first day of the Races.



A historic picture showing Mr. Ho Hom-tong leading in Kom Tong Hall (Mr. Encarnacao up) the first Chinese-owned pony to win in Hongkong.



Kom Tong Hall winning the Valley Stakes, on the first occasion on which a Chinese-owned pony ran at a Hongkong Race Meeting.



Mrs. Paterson leading in Skidoo which won outright the Subscription Griffins Challenge Cup. (Mr. Brodie up).



Above, Mr. L. Dunbar is seen leading in Elliot Bay (Mr. Dallas up) after that pony won the Derby.



Mr. T. E. Pearce ("Mr. Dynasty") bringing in King of Hearts, the Champions winner (Mr. Haimovitch in the saddle).



Pictures taken at the Girl Guide Rally held in the Grounds of Headquarter House on Saturday last, when Lady Clement presented the Prince of Wales' Banner to the Central British School Company.



WHITE TENNIS SHOES

CANVAS UPPERS, CREPE RUBBER SOLES



Strong and durable white canvas shoes, leather lined, crepe rubber soles securely attached \$13.50.
A lighter made shoe with thinner Soles \$6.50, or lighter still with white rubber soles \$4.50, per pair.

WHITE "VIVELLA" SOCKS IN 3 WEIGHTS

MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS
Alexandra Building, Des Voeux Road.

DON'T NEGLECT THAT COLD!

Try a bottle of our special—

COUGH LINCTUS

Gives immediate relief.

Prepared only by

THE COLONIAL DISPENSARY

14, Queen's Road, Central.

Tel. C. 1788.

ROYAL & CO.

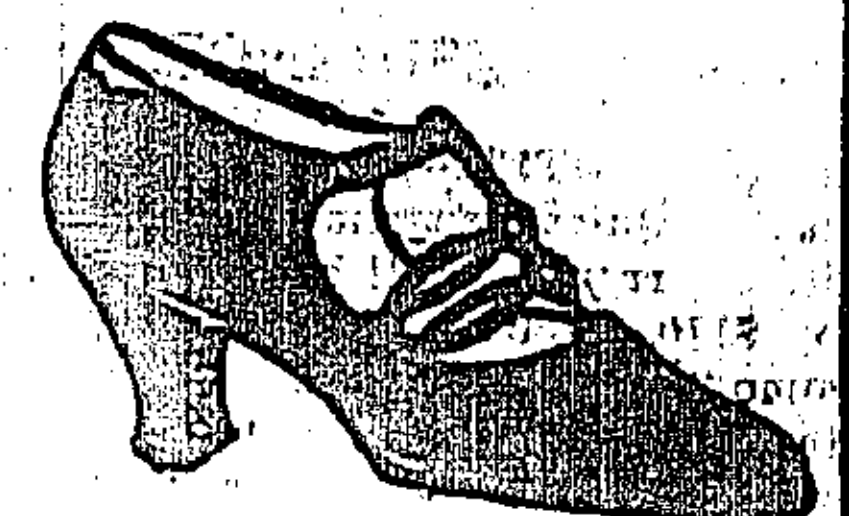
The Leading Shoemakers
Established 15 Years.

All styles made to order.
Dancing Shoes a Speciality.

Try our cleaning cream.
Suitable for all coloured leathers.

No. 1, D'Aguilar Street.

Telephone C. 3237



When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

The Queen's Dispensary.

guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

22, DES VOEUX ROAD
(NEXT TO WHITEAWAYS)

TEL. CENTRAL 492.

PICTORIAL VIEWS OF HONGKONG.

Postcards and View Albums.

Postcards 10 cents each.

" 40 " for 6

" 75 " " 12

Albums containing 40 views with description.....\$3.00 each.

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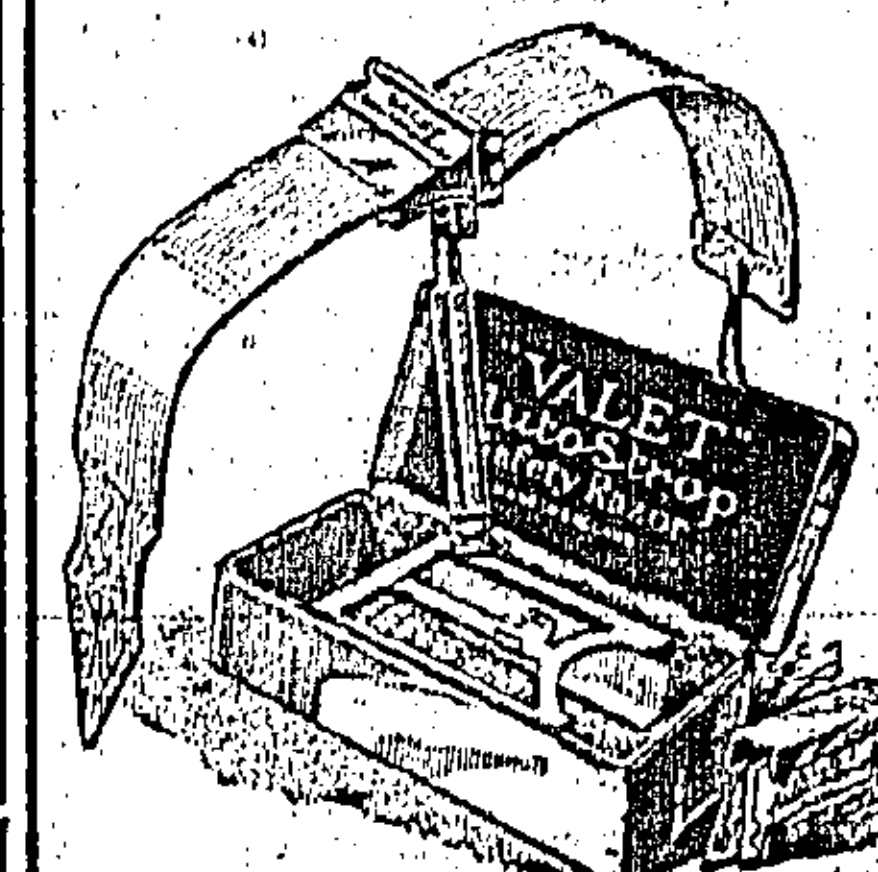
Studio, Lee House St.

Branch 7, Beaconsfield Arcade.

WHITEAWAYS

OUR NEW "VALET" RAZOR

The "SHAVEEZI"



This set is specially made for and obtainable only from Whiteaway, Laidlaw, & Co., Limited, at any of its many Branches. Complete in leatherette case with strop & 3 blades.

NOTE THE PRICE
\$1.25 each.

OTHER PATTERNS from \$3.50 to \$9.50

VALET BLADES \$1.00 for 5, \$2.00 for 10.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

(All Photos on this page by Ming Yuen: Photo Engravings by "S. C. M. Post")

The Hongkong Telegraph

1-3 Wyndham Street, Hongkong.

Every afternoon except Sunday.

Annual Subscription H.K. \$36.00

Outports..... 43.20

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For advertising rates apply to the Manager.

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CODES:—A. B. C. 5th Edition

Bentley, Western Union.

TELEPHONE C. No. 1.

Prepaid Advertisements

25 WORDS FOR \$1.00

\$1.50 if not prepaid

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444,

1456, 1462, 1453, 1512, 1516,

5, 26, 32, 38, 72, 80, 88,

101, 102, 118, 139, 161, 168,

174, 186.

WANTED.

WANTED.—Five roomed modern furnished flat, Kowloon. Rent about \$200 early possession. Also garage for one car near H.K.S. Barracks. Apply Box No. 189, care of "Hongkong Telegraph."

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130 monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

PREMISES TO LET.

TO LET.—55, Kennedy Road. Apply Young, Tel. C.906 and C.551.

TO LET.—One European Flat, Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—From 1st April furnished flat at the Peak. Apply Property Office Jardine, Matheson & Co., Ltd.

TO LET.—3A, Wyndham Street, from 16th April. Suitable for offices. Apply Hau Kee, 1, Wing Lok Street, first floor.

TO LET.—Detached House with Garden, No. 7, Conduit Road. Two 3/4 roomed flats in 1A, Chater Road. Apply to H. M. H. Nemaze.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Office at 5, Des Voeux Road Central (Bank of Canton Building), as from 1st April. Apply Manager, Davis Boag & Co., Ltd., 4th floor.

KOWLOON HOUSE near ferry, five roomed, furnished for one year or longer. Linen and cutlery included. Half may be sublet by principal tenant. Small Investors, Tel. C.4680.

TO LET.—At Piper's Hill above Cheung-Sha-Wan, two five roomed houses with Garage and Garden. Full view of harbour. Rent moderate. Apply P. O. Box No. 527.

TO LET.—European HOUSE, 4, VICTORIA VIEW, KOWLOON, near New Kowloon Hotel, three minutes from ferry. Apply Tung Tak Co., China Buildings, 6th floor. Tel. No. 4926.

TO LET.—Furnished or unfurnished from April or May, desirable four room flat, modern convenience. Apply 5B, Armand Building, Kowloon. Tel. K.60.

CHEUNG CHAU.—To be let from 1st April, furnished bungalow, three bedrooms, large and well stocked garden, electric light. Ideal blyou residence near beaches and ferry. Particulars from Box No. 187, care of "Hongkong Telegraph."

NEW ADVERTISEMENTS.

TUITION.

ENGLISH LADY, experienced teacher, with knowledge of Chinese, has vacancy for pupil from 9.30 to 10.30 each morning. Advanced or elementary English. Would be willing to form class of two or three pupils. Particulars from Box No. 164, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—Three, tubular boilers in good condition and a quantity of old piping. Apply to Linstead & Davis, Alexandra Buildings.

FOR SALE.—One Harley Davidson single, O.H.V. model, 1927. Guaranteed 80 M.P.H. Special racing and touring fittings. On view at Gascon Motor Co. Tel. K.1242 \$600 or nearest offer.

HONGKONG BOXING ASSOCIATION.

SIXTH TOURNAMENT OF THE SEASON.

SATURDAY, 5th March, at 9.15 p.m. at the

THEATRE ROYAL.

MAIN EVENT.

15 Round Contest for Welter-weight Championship of the Colony.

Stoker Norman Morris

H.M.S. "Hermes,"

v.

A. B. Dixon

H.M.S. "Frobisher."

Booking at Moutries:

Members—2nd and 3rd March

General Public—4th and 5th March

USUAL PRICES.

HONGKONG JOCKEY CLUB.

RACE MEETING 1927.

28th February, 1st, 2nd,

and 5th March.

MEMBERS' BADGES.

Members' Badges of Admission are now ready and may be obtained by those Members, who have not already received them, from Messrs. Linstead & Davis, Alexandra Buildings.

Members are reminded that these Badges will also admit them to all the Extra Race Meetings of this year.

MEMBERS' ENCLOSURE.

Members have the privilege of introducing two non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis, Alexandra Buildings, on or before Saturday, February 26th, 1927, at a cost of \$10. each per day or \$30. for the Meeting.

The charge for admission for Ladies to the Members' Enclosure will be \$4. per day—Each member can obtain upon application to the Secretary, badges for the admission of two Ladies free of charge. On no pretext will children be permitted in either enclosure during the first three days racing.

PUBLIC ENCLOSURE.

Tickets of Admission to the Public Enclosure, price \$3. per day for all persons including Ladies, may be purchased from Messrs. Kelly & Walsh, Ltd., or at the Gate.

Soldiers and Sailors in uniform admitted to the Public Enclosure at \$1. per day.

Admission by ticket only.

SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. Linstead & Davis, Alexandra Buildings.

Employers are requested to distribute them with discrimination, and to endorse their names on the passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any persons found loitering about with Servants' Passes in their possession will forfeit the same and will be removed from the enclosure.

By Order,

C. B. BROWN,

Secretary.

NOTICE.

Mr. J. Barendzen being no longer in our employ his Power of Attorney is hereby cancelled. American Asiatic Underwriters, (South China) Fed. Inc. U.S.A. L. M. HOWE, Special Representative. March 1st, 1927.

PEAK TRAMWAYS CO., LTD.

NOTICE.

INTERRUPTION OF SERVICE.

Passengers are warned that no Cars will run on Sunday, 6th March until sometime late in forenoon or early afternoon.

The new cars are to be officially tested during this time and service will be started again as soon as tests are completed.

The last Car on preceding Saturday night, will be 12.05 and no late cars will be available.

JOHN D. HUMPHREYS & SON, General Managers.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

The undermentioned Certificates for Shares in this Company have been declared LOST and if at the expiration of ONE MONTH from the date hereof the documents are not forthcoming the said Certificates will be deemed CANCELLED and of no effect and new Certificates will be issued by the Company.

Certificate No. 1639—100 Shares Nos. 58710/58809.

Certificate No. 2743—150 Shares Nos. 149756/149905.

Certificate No. 53—83 Shares Nos. 154006/154088.

All in the name of Mrs. Yeung Kwai Shim.

FOR THE HONGKONG ROPE MANUFACTURING CO., LTD. SHEWAN, TOMES & CO., General Managers. Hongkong, 11th Feb., 1927.

CHURCH NOTICES.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road, Tram Station. Sunday Service: at 11.15 a.m. Subject: "Man." Wednesday: Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday: 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Service and visit the Reading Room.

St. John's Cathedral, Hongkong, March 6th, 1927, 1st Sunday in Lent, Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 11 a.m. No sermon. Ordination, 12 noon. Evensong, 6 p.m. Preacher: Rev. A. D. Stewart. Subject: "The Tempted Christ." A Social Gathering will be held in the Cathedral Hall after Evensong. Music. Light Refreshments. A cordial welcome to service men and others. Wednesday, Thursday, Friday & Saturday, Holy Communion at 7.45 a.m. Thursday, Choral Evensong & Address by the Rev. H. S. Hewitt R. N. at 5.45 p.m. Wesleyan Methodist Church, Queen's Road East, Wanchai, (near Royal Naval Hospital) Sunday, March 6th, 1927. Services at 10.15 a.m. and 6 p.m. Preacher at both services: Rev. J. C. Knight Anstey. Subjects: Morning, "Was Ananias a Liar?" Evening, "What do you make of it?" Sailors' and Soldiers' Home, Arsenal Street, (Corner House). Chaplain's Meeting and Social Hour at 8.15 p.m.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', ANTWERP, LONDON, STRAITS and PHILIPPINES.

The Steamship "BEAUVAN" Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to rent.

All claims against the steamer must be presented to the Underinsured on or before the 25th instant or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, March 4, 1927.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions from the Belgian Consul to sell by Public Auction,

on MONDAY,

the 7th March, 1927,

commencing at 2.45 p.m.

at No. 5, Macdonnell Road.

A Quantity of Valuable Household Furniture,

comprising:—

White Enamelled Bedroom Suite, Brass Mounted Bedsteads, Wardrobes, etc., etc.

Dining Table and Chairs, Sideboards, Dinner Waggon, Crockery, Kitchen and Pantry Sundries, etc., etc.

and

One Cottage Piano by John Brinsmead & Son.

(Further Particulars from Catalogue.)

On View from Sunday, the 6th March, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

G. R. PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY, WEDNESDAY,

and THURSDAY,

the 8th, 9th and 10th March, 1927,

At H.M. Naval Yard, Hongkong, and at Kowloon Naval Depot,

commencing each day at 9.30 a.m.

with an interval,

from 12 noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES,

&c., &c., &c.

comprising:—

Money Chests, Life Boat, Old Lead Battery plates, Boats Sails, Electrical and Wireless Telegraph Fittings, Glycerine, Old Electric Cable, Cooking Stoves, Iron Mattresses, Water Cisterns and Pans, Hydraulic Jacks, Carpets, Rugs, Mats, Sideboard, Chairs, Old Cordage, Old Coir Mats, Canvas Bags, Canvas Rags, Old India Rubber, Old Leather, Tanned Rags, Old Woollen Rags, Old Hessian, Cocoa Nut Matting, Asbestos Packing, Old Twill, Old Fenders, Old Paint Drums, New Canvas Cuttings, Old Iron and Steel, Old Scrap Brass, Copper, Lead, Zinc, White Metal, Gun Metal, Brass Borings and Brass Tubes, Brown Jean, Wood and Iron Blocks, Lamps, Lanterns, Tackle Hooks, Spring Balances, Gauges, Old Steel Tubes, Old Steel Plates, Old Steel Shovels, Old Glass, Plate Glass, Old Steel Wire Rope, Dirty Mineral Oil and Oil Fuel, Anchors, Chain Cable and Gear, Lathes, Davits, Compasses, watches, Binnacles, Clocks, Diver's Air Pumps, Air Pipes and Brest Ropes, Tanks, Old Bunting, Wood Boxes, Wood Casks, Timber Whims, Firewood, Table Fans, Baths, Anvils, Presses, Tongs, Miscellaneous Tools, Fairleads, Cleats, Protective Mattresses, Boiler of Steam Boat, Associated Engines, Circular and Band Saws, Plate Flanging Machine, Electric Motors, Motor Pumps, &c., &c.

also

Sale of Old and Surplus Victualling Stores at

Kowloon, on Thursday,

10th March.

comprising:—

Remnants of Cloth, Serge, Flannel, &c., Blankets, Boots, Sundry Articles of Mess and Table Gear, Condensed Provisions for Poultry and Cattle Feeding, &c.

Lots may be inspected on

Monday, 7th March, 1927.

Terms of Sale:—As detailed in Catalogue.

LAMMERT BROS.,

By Appointment Auctioneers to the Admiralty.

Hongkong, 19th February, 1927.

KIUKIANG DAMAGE.

CHINESE TO PAY \$40,000.

Shanghai, March 5.

A wireless message from Kiukiang states that an Agreement was signed on Wednesday, to become effective on the 15th instant, by which the Chinese agree to pay \$40,000 compensation for damage done during the looting of the Concession.

The policing of the Concession is to be handed over to the Chinese, and the Municipality is to be abolished.—Reuter.

MAYOR OF SHANGHAI.

GENERAL TO BE APPOINTED.

Shanghai, March 5.

It is understood that Marshal Chang Tsung-chang intends to replace Mr. V. K. Ting, the Mayor of Greater Shanghai, by appointing General Wu Kuang-hsin as Tapan of Shanghai.

General Wu Kuang-hsin is a brother-in-law of Marshal Tuan Chi-jui, Provisional President of China from April, 1924, until November of last year.—Reuter.

CHINA CRISIS.

TO-DAY'S NAVAL REPORTS.

Hankow, Mar. 4.

The concentration of troops down river continues, transports leaving here regularly. Mr. O'Malley left yesterday (Thursday) morning.

The situation generally is quiet.

Naval Wireless.

Kiukiang, Mar. 4.

Mr. O'Malley arrived here and left down river to-day for Shanghai.—Naval Wireless.

Wuhu, Mar. 4.

The investigation into the collision of the S.S. Kutow with a military launch is still proceeding.—Naval Wireless.

Naval Wireless.

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EUROPEAN CONSTABLE SENTENCED.

ANOTHER CASE AT THE MAGISTRACY.

Before Major C. Willson, at the Central Police Court this morning, Police Constable P. J. McDonnell, A. 133, was charged with misconducting himself while on duty at the Central Station charge room, by being under the influence of liquor. Mr. P. P. J. Wodehouse, D.S.P., prosecuted and Mr. D. McCallum defended.

Mr. Wodehouse said the defendant's record was not good, he having been fined previously by the C.S.P. for previous offences. He did not ask for imprisonment, but suggested a suitable fine.

Mr. McCallum, who pleaded guilty in making a strong appeal for the defendant, spoke of different temperaments possessed by different people. Some people, he said, had the greatest difficulty in conforming to discipline by reason of their temperament, and the defendant was one of those. He was very sorry for what he had done, and fully agreed that discipline was essential to work in the Police Force, the same as in the Army and Navy. He understood the defendant would often be all right for two or three months, after which time he would find it difficult for a short space to adapt his temperament to discipline.

His Worship remarked that he could not consider the question of temperament.

Mr. McCallum replied that that might be so in finding a man guilty, but his Worship should take it into consideration when assessing the punishment. He suggested that the case would be met with a fine, not too heavy.

His Worship remarked that he had taken everything into consideration and the defendant had been given every chance. He would impose a fine of \$100, or two months.

FATAL FIRE.

BODY OF CHINESE FOUND IN REMAINS.

A hay-shed on the foreshore at Shaukiwan was burnt down two nights ago, but it was not then supposed that the affair had caused the loss of human life.

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is

To the Young Man - **THRIFT**
It enables him to lay a foundation for after years.

To the Family Man - **PEACE OF MIND**
It satisfies his desire to provide for his dependents.

To the Business Man - **PROTECTION**
It provides a sinking fund - an asset to any business.

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It maintains the home comfort and provides an education for the children.

What Is it to You?

THE MANUFACTURERS LIFE INSURANCE COMPANY
HEAD OFFICE, TORONTO, CANADA.
ARNHOLD & CO., LTD.
AGENTS, HONGKONG.
French Bank Bldg. Tel. C. 1500.

I would like to know more about your various plans. I am _____ years of age. (Male) _____ (Female) _____
Name _____ Address _____

FREE 10-day test . . . Mail the coupon

MAE MURRAY

Metropolitan, says:
In the silent drama, where the whole appeal is to the eye, pretty teeth are tremendously important, and formerly a great problem. Today Pepsodent is regarded as at least as important as any other part of a "make-up". How amazingly it acts, one never knows till using it after ordinary, old-fashioned methods.



Those \$100,000 a year smiles in the movies

How motion pictures' famous stars gain the gleaming, pearly teeth that make smiles worth fortunes—how you can clear your own teeth in the same way. A simple test that reveals the most amazing of tooth methods—a new method urged by leading dental authorities of the world.

SMILES in the cinema world sell for thousands—that is, some smiles. Gleaming teeth are essential. Otherwise a smile can have no value. So these people follow the method here explained, not only for the satisfaction and beauty they gain, but as a matter of cold business.

Now a test of this method is offered you—simply use the coupon.

The amazing effect of combating the film which forms on teeth. Dull teeth, dingy, discolored. Now they are made whiter, more appealing.

Run your tongue across your teeth and you will feel a film. A film no ordinary dentifrice will successfully remove, yet which absorbs discolorations and clouds and dulls your teeth.

Remove it and your teeth take on a new beauty—a gleaming clearness that seems almost incredible. You may have gloriously clear teeth without realizing it. Thousands of people do.

New methods remove it.
Modern dental science recently discovered ways to remove and combat that film. For besides impair-

ing beauty, it invites most tooth troubles and decay.

It clings to teeth, gets into crevices and stays. It holds food substance which ferments and causes acid. And in contact with teeth, this acid causes decay. Gering by the millions breed in it. They, with tartar, are the chief cause of pyorrhea.

You must remove it at least three times daily and constantly combat it. For it is ever forming, ever present.

Now in a new type tooth paste, called Pepsodent, this enemy to tooth health and beauty is successfully fought. And that is the famous teeth "make-up" method of the greatest stars of screen and stage—the dental urge of world's leading dentists. Its action is to curdle the film; then harmlessly to remove it. No soap or chalk; no harsh grit so dangerous to enamel.

Results are quick.
Send the coupon for a 10-day tube free. Find out what is beneath the dingy film that clouds your teeth. Note their whiteness, their gleaming charm. You will note a great difference. Your friends will mark it.

Protect the Enamel
Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combantant which contains harsh grit.

Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

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The New-Day Dentifrice

10-Day Tube Free

Enclose 2 cents postage for sample.
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Give full address. Write plainly. Only one tube to a family.

**"RICKSHAW" BRAND
CEYLON TEA**
Cheapest and Best

From all leading Compradores.
PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

ONE MAN'S 200 CLOCKS.

BUT NONE IN HIS BEDROOM.

Somewhere in the extreme south-east of London lives Mr. D. A. F. Wetherfield, the owner of the most wonderful collection of old clocks in the world. In his house there are 220 of them; each an exquisite work into which a master of bygone centuries had put the whole of his artistic being and the perfection of his craft.

Before callers leave the House of Clocks they have to promise Mr. Wetherfield, who is 82, that they will not disclose his address, because he has an abhorrence of opportunist dealers, plaguing fakers, and persistent American millionaires. Some of the wealthiest men in the world have sought to raid his collection, but none has yet succeeded.

Twenty-eight years ago Mr. Wetherfield wanted to own a grandfather clock, so he employed an expert to obtain a high-class specimen. He was deceived into buying a worthless imitation, and when he realised the fact he decided for moral solace to acquire a collection of timepieces which would be unexcelled elsewhere.

Chorus of Ticking.

A person who visits his house for the first time is entranced at the threshold by a chorus of ticking. Now and then from some obscure corner comes a whirring prelude to the tinkle of bells, and when the quarter-hour, the half-hour, and the hour are reached the house is filled with waves of harmony.

Clocks are everywhere—except in Mr. Wetherfield's bedroom, where he will not tolerate even one. In the hall they stand all round so closely shoulder to shoulder that an inch of wall space cannot be seen.

A King's Clock.

Thirteen clocks dominate the dining-room, one of them, perhaps, the most coveted thing of its kind in the world. It is a slim graceful masterpiece of burr walnut, by Thomas Tompion, who made it for William III, from whose possession it passed to the Cambridge duell family. Specially distinctive is its elaborate dome surmounted by a statuette of Minerva.

There are 25 clocks in the drawing-room and as many in every other apartment. The kitchen alone has a stock which would fill an antiquary's shop, 36 are in the housekeeper's room, and even the bathroom has six or seven. Forty-five bracket clocks furnish a box room.

FATAL ERROR AT OPERATION.

LIQUID CHLOROFORM FOR VAPOUR.

How liquid chloroform instead of vapour was administered accidentally to a patient during an operation at the Royal Herbert Military Hospital, Woolwich, was described at an inquest at Lewisham, S.E., recently, on James Edward George Nixon, 16, an apprentice artificer in the Royal Artillery.

The lad's father, a carpenter, living at Aldershot, said that he knew his son had to undergo an operation for the removal of tonsils.

Captain E. H. W. Elkington, R.A.M.C., the anaesthetist, said that chloroform and ether was given by the open method, and when the surgeon had removed one tonsil it was necessary to use the Junkers apparatus, by which the anaesthetic was applied through a nostril.

In the assembling of this apparatus an error had been made, with the result that when he pumped instead of the patient getting the chloroform vapour in the nostril he actually received liquid chloroform.

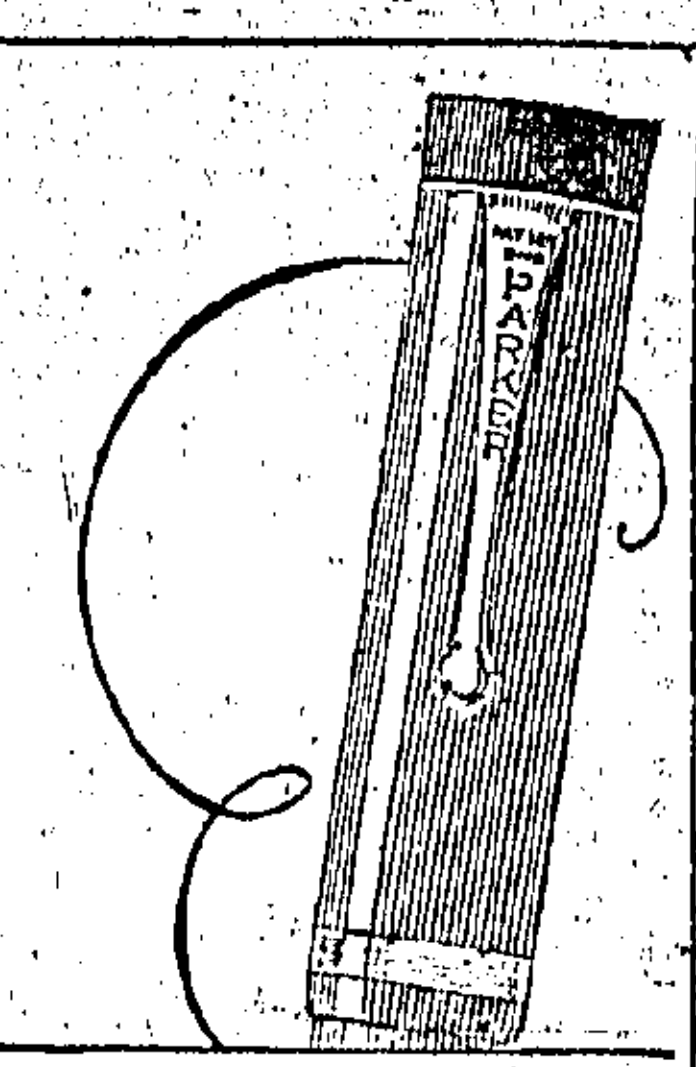
The mistake was immediately discovered and measures were taken to deal with the situation. The patient showed signs of collapse, and although he revived he died 20 hours later from chloroform poisoning.

Corporal's Mistake.

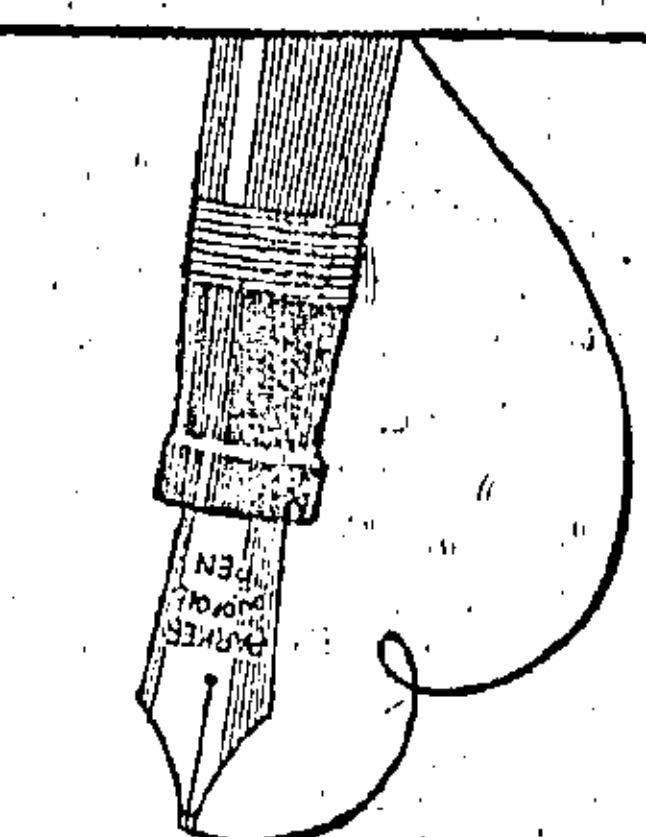
In reply to the coroner (Major Whitehouse), Captain Elkington said that a corporal in the laboratory assembled the apparatus, and he did not notice that anything was wrong with it when he used it.

Dr. C. H. C. Bryne, R.A.M.C., who performed the operation, said that Captain Elkington and himself did not wish to shift their responsibility on to the corporal who prepared the apparatus.

A verdict of Accidental Death was returned.



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25-Year Point
—a point guaranteed, if
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and good for fifty



PARKER Duofold is the pen you can lend without fear, for its point yields to any style of writing, yet retains its original shape.

Only the Parker has the Duofold Point—a point that gives you both life-long endurance and highest writing excellence. The skill to combine these two in a single point has made Parker Duofold the largest selling pen in the world regardless of price. Sold by Stationers, Book-sellers, Jewellers and Departmental Stores where pens are stocked.

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WITH 25-YEAR GUARANTEE
Durable in use. Durable in style.
Informal in design. With style for the challenge.

LABOUR TROUBLES.

ADVICE TO BRITISH EMPLOYERS.

Possibly because I have succeeded largely by my own efforts, my views on business in general and the way in which employees should be treated seem to be rather different from those held by other employers, says Mr. W. R. Morris, the well-known motor-car manufacturer.

Stated bluntly, my belief is that an employer is more dependent upon his men for his job than the men are on him for theirs. I can view the question from both sides of the fence. In my earliest business days I saw very clearly that the man who works for himself alone is a fool.

Every workman must work with and for his fellow-employees, but more particularly he must work with his employer. Conversely, the employer must work with his men. The fellow who pays the wages and the man who receives them are not two entirely different types of beings. They both have the same desires for comfort at home, for amusement, and, most of all, for progress.

We all of us have been put on this earth to do good for each other, and anyone who makes progress in business life to-day does so only with the help of his fellow men.

We are told that British industry at present is booming; that orders for all trades are coming in strongly from over-seas (I can certainly vouch for the truth of this in so far as the motor-car trade is concerned), and that in general 1927 is to be a year of roses.

All very pleasing. But orders alone are not the end of the story in business. It is repeat orders that count.

This is my warning to British employers. In the good times that are coming do not forget your men. The British workman proved him-

self a staunch fellow at heart in 1926. He is a fine man who works with his head as well as his hands, and the employer who works with his men stands a hundred times better chance of success than does the employer who only tries to make his men work for him.

Much has been said and written about "welfare" schemes for workers. I do not believe in over-doing it. You cannot intermingle work and pleasure. Pay a man a good day's wage for an honest

day's work and he will soon find out how to enjoy himself properly.

The biggest national asset this country possesses is its workers—properly treated. It is a crying shame that our trade organisation in general should be such as to allow there to be so many unemployed at the present time. With ten factories to control, I have quite enough work on hand, but I am doing my best to acquire Wolseley Motors Ltd., mainly with two objects—to try to employ (employ efficiently, that is) more

men, and to build up the business of this country still further. It would be a tremendous blow to our national prestige if a foreign organisation were to engulf this very important and long-established British concern.

I sincerely hope that the promise held out by 1927 will be fully realised; but to get those repeat orders we employers must see that our men—the fellows who make the goods—get a fair share of whatever added prosperity comes along.

**"The Proof of the Pudding
is in the Eating thereof"**

—and the proof of the value of

PURICO

is demonstrated in every form of cookery
in which it is employed.

PURICO REPRESENTS—

FRESHNESS, PURITY and ECONOMY

Three reasons for its universal popularity
as the ideal cooking fat.

Order a trial supply from your storekeeper to-day.

To be obtained from all Grocers and Storekeepers.

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for Shop, Bank and Office Fittings, Sign
Boards, Stained and Leaded Glass
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The Bathroom Beautiful.

A MODERN bathroom may be made a harmonious part of the room it adjoins, by the use of tiling that is procurable in many tints and colours from:—

The Malkin Tile Works Co., Ltd.,

who specialise in designs for all classes of tiling, including fireplace, wall, floor-tiling and mosaic.

Stocks carried and suggestions gladly given by the Sole Agents:—

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If you send your clothes to us for dry cleaning or dyeing.

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Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:—

W. R. LOXLEY & Co.

200,000 FROTH BLOWERS.

CHEERIEST "ORDER" IN THE WORLD.

Membership of the Ancient Order of Froth Blowers recently reached a total of 200,000, and fresh blowers are being recruited at the rate of more than 2,000 a day.

With the almost universal adoption of the Froth-blowers' Anthem—"The more we are together the merrier we'll be"—the A.O.F.B. has become in a few months a national institution.

The order had a romantic origin. The skill of Sir Alfred Fripp, the surgeon, saved the life of Mr. Bert Temple, a City man, and the latter, in token of thanksgiving, sought means to help a charity for East End waifs and strays, in which Sir Alfred and Lady Fripp were interested. With that object the Froth-blower's order came into being two and a half years ago.

Its progress was slow until the idea was taken up by the Royal Navy in June of last year. Since then it has spread with amazing rapidity through all classes and all climes. There are 300 "Vats" of the order, as the local branches are known, in Great Britain, and more in every corner of the Empire, and even in Patagonia and the Cocos Islands.

£16,000 for Charity.

£13,000 has been given to Sir A. Fripp for his charities, and another cheque for £3,000 is ready for him. Part of this money has been expended directly by Sir Alfred and his wife in the charity for which they were personally responsible, and part has been given to the funds of other East End charities. A very large balance remains to be disposed of under a new scheme to be announced by Sir Alfred shortly.

Most of the income is derived from the entrance fee of 5s. which confers membership for life, together with an amusing book of rules and a set of silver and enamel cuff-links marked "A.O.F.B." which are the insignia of the Order.

Blowers not wearing the cuff-links when greeted with the order: "Shoot your linen" are subject to the penalty of standing drinks to all other blowers present, but this may sometimes be commuted by paying a fine—there is an elaborate system of fines—into the "Oast Box," all the contents of which go to charity.

In future local vats are to be allowed to devote some of the contents of the local oast boxes to local charities; a proportion, as hitherto, will go to Sir Alfred Fripp.

Banks of the Order.

The A.O.F.B. claims to be "the cheeriest order in the world," and everyone who can answer "Yes" to the question, "Do you gallop your beer with zest?" is entitled to pay 5s. and become a member. An ordinary member is a Blower; who ever recruits 25 new members becomes a Tornado; 100 new members a Tornado; and there are higher ranks such as Typhoon, Breeze Vertical, Cyclone, and Grand Hurricane. Women members, who are now being added, are known as "Fairy Bells."

The head offices of the Order are at 145, Cheapside E.C., where Mr. Bert Temple said yesterday that applications for membership are now coming in so fast that the rules and insignia cannot be issued without an average delay of ten days.

POOR BOYS AS ARMY OFFICERS.

CHANCE OF SANDHURST AT REDUCED FEES.

The War Office will this autumn introduce a scheme whereby bright boys in poor circumstances may become officers in the Regular Army.

A number of candidates at each entrance examination will be admitted to the Sandhurst at reduced fees, the reduction to be determined according to pecuniary need.

These reduced fees will be £75, £50 or £25 a term for sons of civilians, and £45, £30, or £15 a term for sons of officers and men of the Regular Army.

The normal fee is £100 a term for civilians' sons and £60 for the children of Regular Army men.

Moreover in the case of civilian's sons admitted at reduced fees a proportionate "cut" will be made in charges for uniform, books, etc.

Enrolments attached to prize cadetships have also been revised. A number not exceeding 25 will

MILLIONAIRES GOLF CLUB.

BAD COURSE WITH A SUPERB PAVILION.

The Riviera boasts one of the most remarkable golf clubs in the world. It is hard to find and harder still to enter.

One must possess a motor-car with unbreakable springs, much patience, and a well-developed bump of locality to find the club which is hidden away among the hills at Mougins, and can be reached only by a track which is known by the courtesy title of road.

When the club has been found one cannot enter unless one possesses great riches, for the mystery club is known as the "Millionaires' Golf Club," and to become one of the three hundred members of the club one must be a millionaire.

Discoveries.

It is stated that an American named Mr. W. U. Hilles, during an exploration of the neighbourhood, once discovered a three-hundred-year-old olive mill and a building which was formerly a shooting box belonging to one of Napoleon's generals, who used it when he hunted wild boar.

Mr. Hilles decided to form a golf club the 1, and 150 millionaire founder members each took a share of £200.

Those shares to-day are quoted at four times that figures, but well-informed persons who have played on the course tell me that unless it improves the shares will fall, because, although it is as difficult for a non-millionaire to enter the club as it is for a camel to pass through the eye of a needle, the course is bad.

A description of the luxurious club-house would be idle, because all one has to do is to think of what such a house might be and then multiply the result by ten. The greatest difficulty was experienced in laying the course. Rocks had to be blasted in order to provide a fairway, and bunkers repose on oak beams.

Hundreds of pounds were spent on bringing grass seed from England, but army corps of ants held the field and defied all comers. Men used to watch the ants carrying away the seeds on their backs.

No Green Fees.

The club knows of no such things as green fees. The only non-members who are allowed to play are those who obtain a pink voucher from a founder member, and even founders are not allowed to give more than two vouchers per season. This rule sometimes leads to comedy.

When the daughter of a man who once owned Cannes Casino and the Cercle Nautique arrived in a motor-car with her golf clubs and wanted to play, she was refused.

She protested that as she was the daughter of the man who owned Cannes, surely she could play. The secretary was adamant, and the daughter informed her father, who threatened to exclude from the casino all the 300 millionaire members of the golf club, but fortunately for the peace of the Riviera, the threat was never fulfilled.

be awarded at each entrance examination and will be of the value of £25 tenable irrespective of the pecuniary need of the candidate.

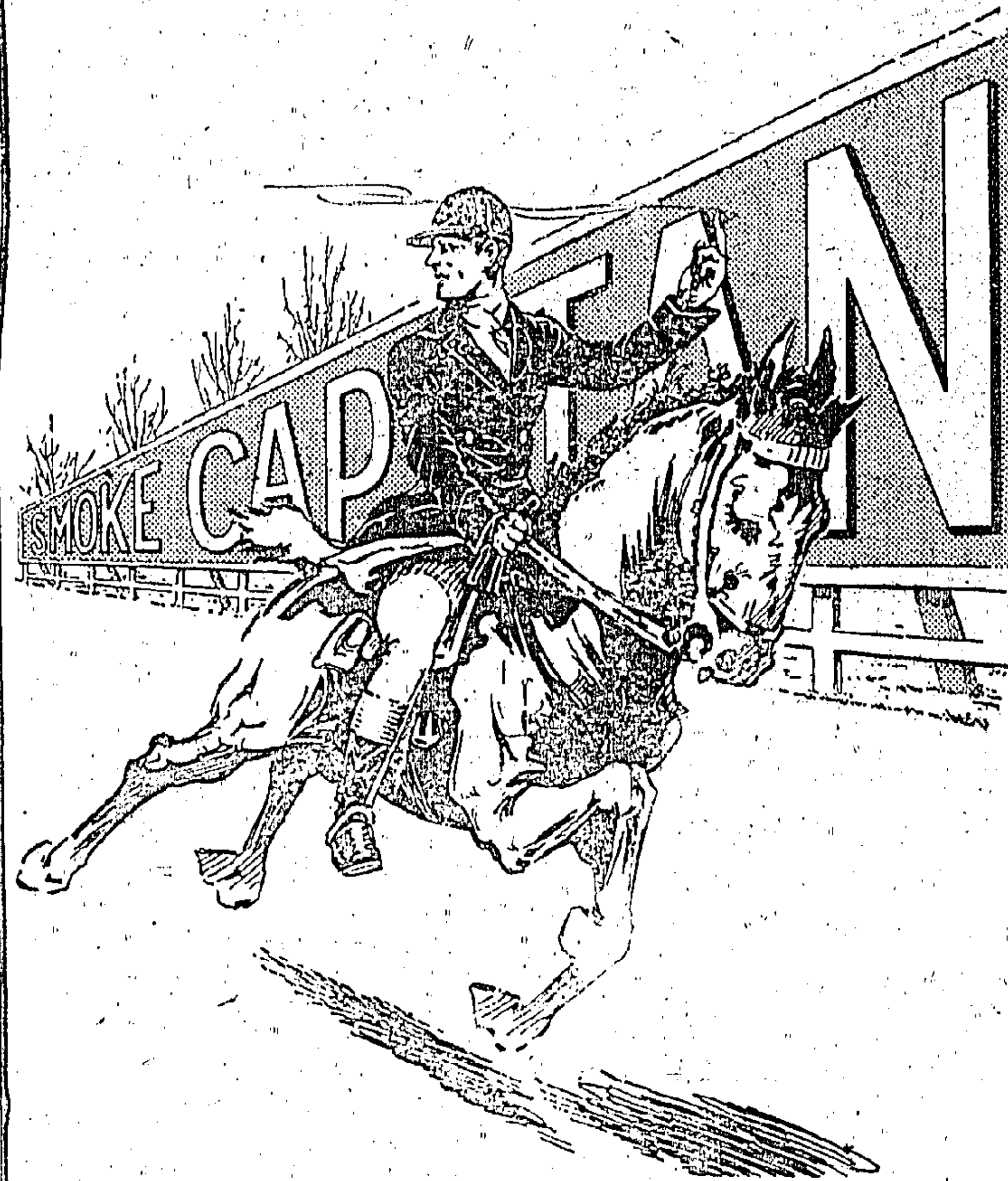
The charge of uniform, books, etc., will not be remitted in the case of the winners of prize cadetships heretofore.



Golfers know how impossible it is to "drive" with energy or "put" with accuracy if the vision is blurred or the brain hazy as the results of biliousness, disordered liver, or a congested intestinal tract.

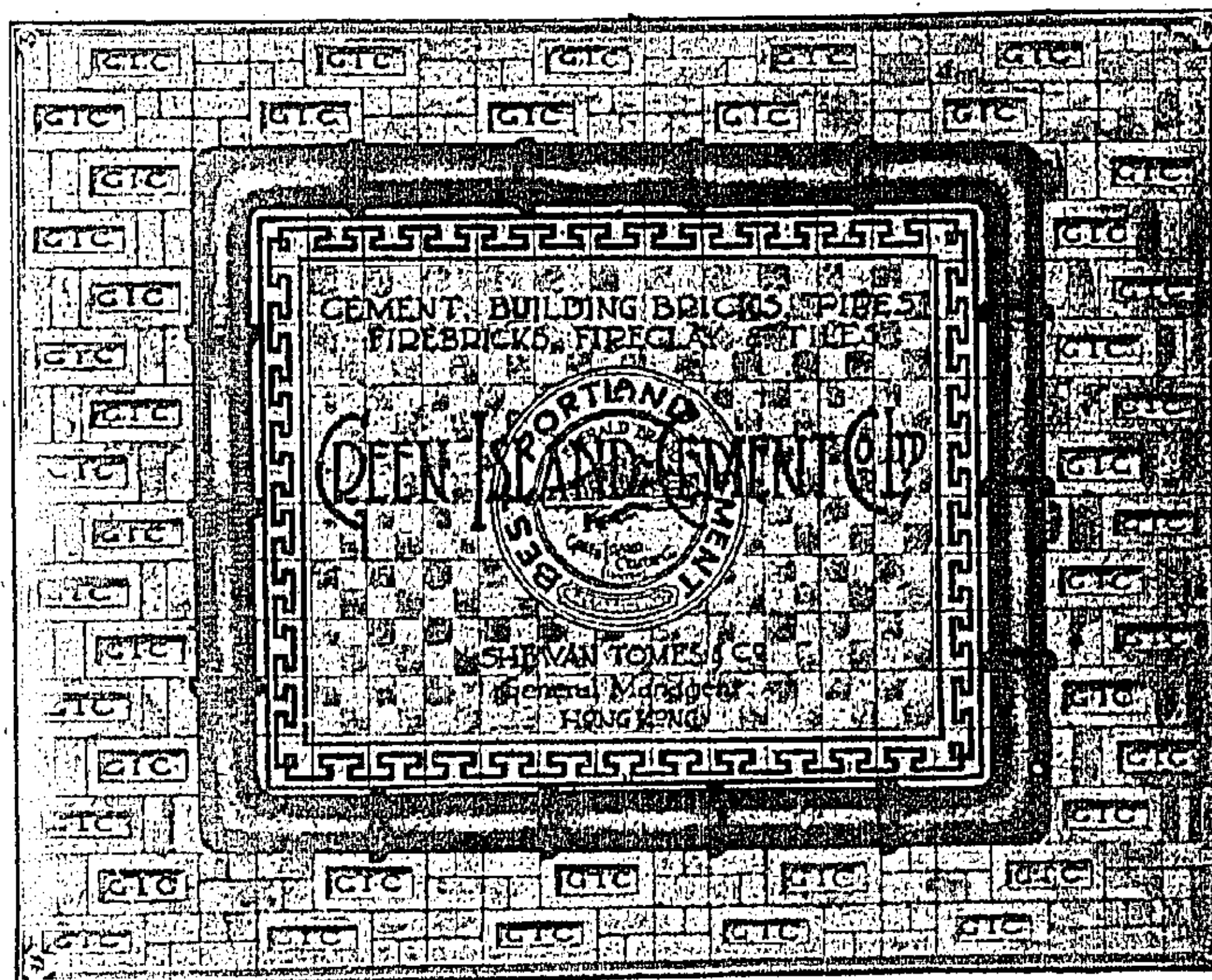
You must keep fit to feel fit, and Pinkettes, the gentle little laxatives and liver regulators, help keep the eye clear, the system clean and healthy, the brain active, in every duty and pleasure of life. Your chemist sells Pinkettes, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

THE PINK OF PERFECTION



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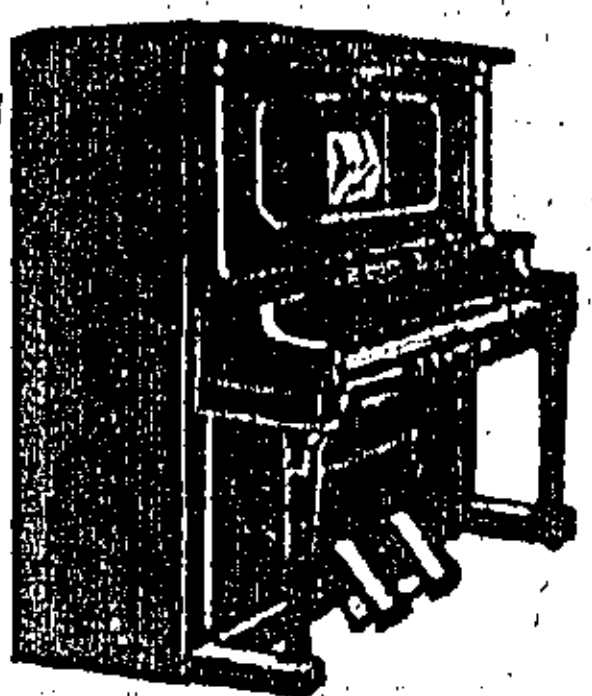
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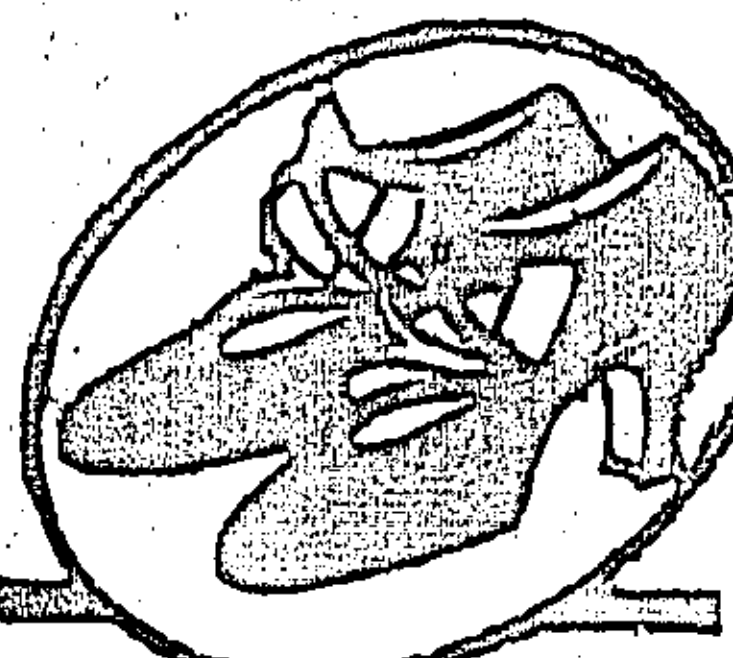
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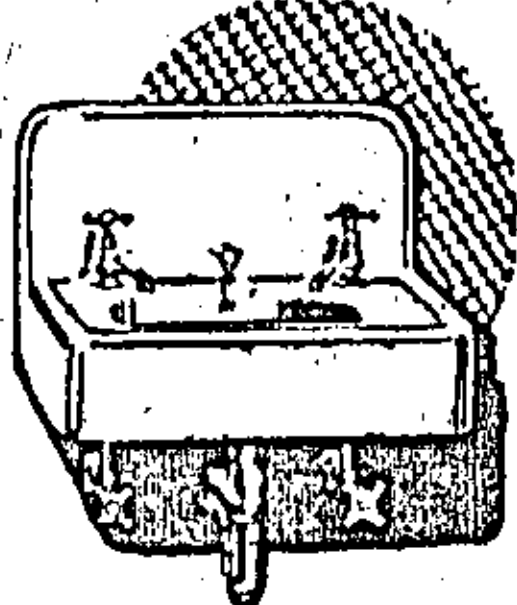
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CHINA WAR.

BIG TROOPS MOVEMENTS.

Shanghai, March 4.
The only new military development to-day is the news that General Chang Tsung-chang is strengthening the garrison of Soochow, a move dictated by fear of possible Southern attempt via West Taihu Lake to cut off his main line of communications, namely the Shanghai-Nanking railway.

Meanwhile, large numbers of Shantung troops continue to arrive by train and some by ship from Tsingtao, all pouring toward Sunkiang, replacing Sun Chuan-feng's troops. The latter are arriving in this area in considerable batches, a poor lot, looking fit for anything but fighting. The Shantung authorities are wisely diverting them from the city to Weosung prior to sending them to North Kiangsu. Many are breaking up and disseminating throughout Kiangsu.—*Reuter*.

RUSSIAN CHURCH.

PROTRACTED U. S. DISPUTE ENDS.

New York, March 4.
The Supreme Court of New York has ordered all Church property of the Russian Orthodox Church, including the Cathedral of St. Nicholas and about ninety other properties, in a score of cities to be handed over to Archbishop Koldykovsky, representing the Holy Synod of the Russian Church, functioning under the Soviet Government. The properties, which are said to be worth millions of dollars, have been the subject since the war of bitter regimes of protracted dispute between representatives of the Soviet and Czarists.—*Reuter's American Service*.

SHANGHAI INCIDENT.

STANDARD OIL COMPANY'S LAUNCH SEIZED.

Shanghai, March 4.
The Standard Oil Company's steam launch Meifoo was commandeered this morning by Chinese soldiers and taken downstream from her moorings on the water front near the British Consulate. The American Admiral, who was notified of the seizure, despatched sixty marines to follow the launch, which they overtook five miles away. The soldiers, although armed, did not fire but surrendered the launch to the marines.—*Reuter*.

WAR TIME ORGANISATION.

NEW FRENCH BILL UNDER DISCUSSION.

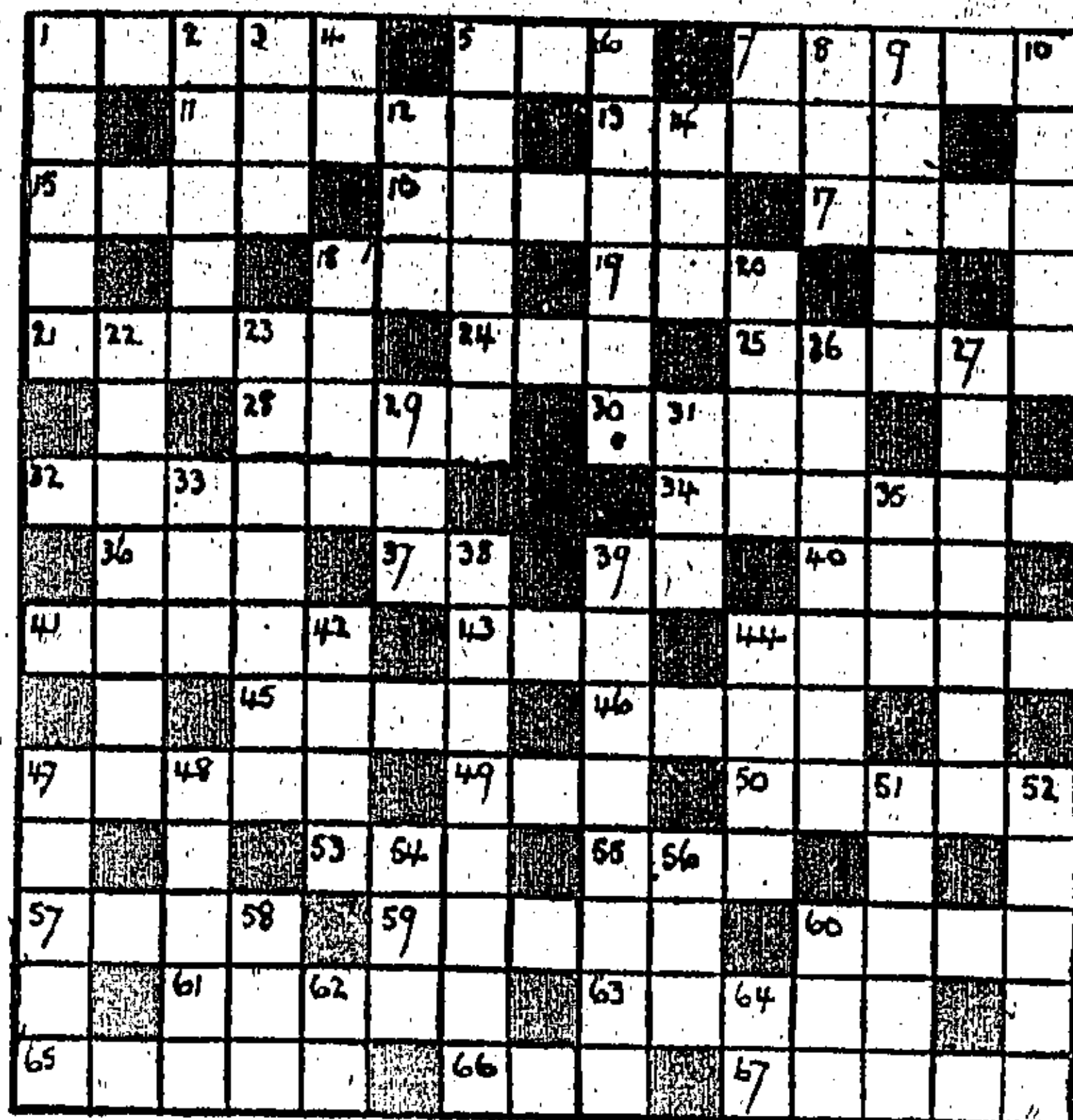
Paris, March 4.
The Chamber began yesterday the discussion of the Bill for national organization in war time of which the first article provides that in war time all Frenchmen, without distinction of age or sex, as well as all constituted groups are obliged to participate in the defence of the country or in the maintenance of its material and moral life.—*Havas*.

COLLIERY DISASTERS.

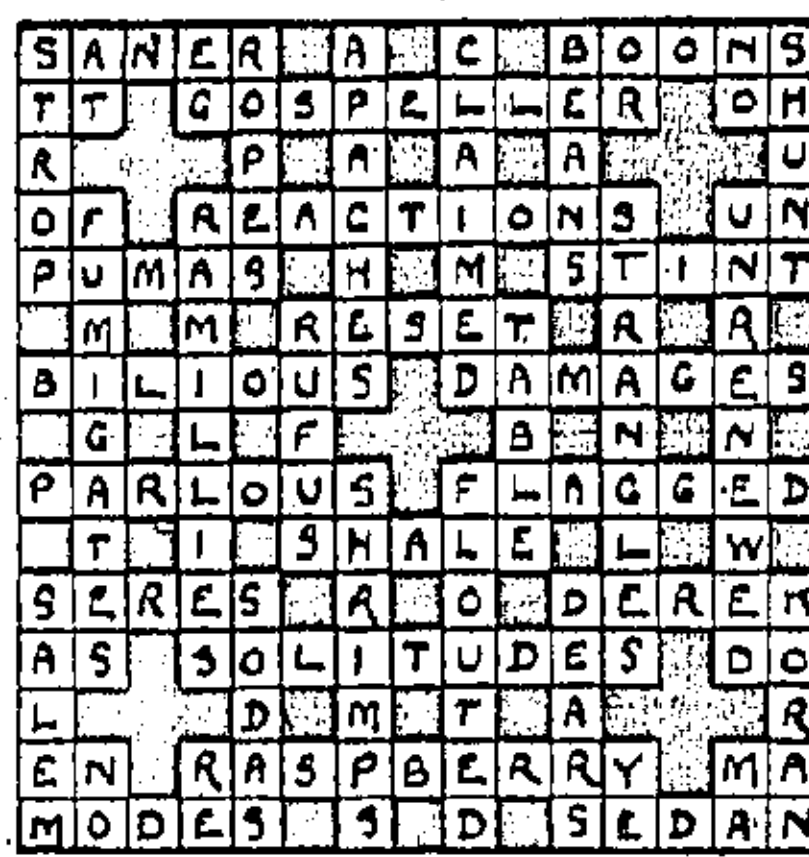
FORTY BODIES RECOVERED.

London, Mar. 4.
Forty bodies out of the 52 who were killed in the Cwm Colliery disaster have been recovered.—*Reuter*.

OUR CROSSWORD PUZZLE.



- Across.
- 1 In the neighbourhood.
 - 5 Guided.
 - 7 Represent by colours.
 - 11 Single.
 - 13 Kingdom.
 - 15 Lady.
 - 16 Penetrate.
 - 17 Road.
 - 18 Darling.
 - 19 Exist.
 - 21 Artist's utensil.
 - 24 Used on water.
 - 25 Affected glances.
 - 28 Opening into a house.
 - 30 Period.
 - 32 Ridicule.
 - 34 Beast.
 - 36 Floor covering.
 - 37 In the matter of.
 - 39 Place where.
 - 40 Signal of distress.
 - 41 Automobile.
 - 43 Performed.
 - 44 Standing.
 - 45 Competition.
 - 46 Aggravate.
 - 47 Animal.
 - 49 Short sleep.
 - 50 Sour substances.
 - 53 Consume.
 - 55 Devonshire hill.
 - 57 Exclamation of surprise.
 - 59 Shiny cloth.
 - 61 Hairpiece.
 - 63 Edge.
 - 65 Cupolas.
 - 66 Late in day.
 - 67 Tables.
- Down.
- 1 Large spoon.
 - 2 Collections of tents.
 - 3 Beverage.
 - 4 Look.
 - 5 Slowness.
 - 6 Dismal.
 - 7 Father.
 - 8 Everything.
 - 9 Idol.
 - 10 Perennial plants.
 - 12 Born.
 - 14 Stray.
 - 16 Walk heavily.
 - 18 Dash.
 - 20 Flower.
 - 22 Controls newspapers.
 - 26 Controversial.
 - 27 Cooked.
 - 29 Over.
 - 31 Consume.
 - 33 Roquent.
 - 35 Native of New Zealand.
 - 38 Destitute of teeth.
 - 39 Capable of being made suitable.
 - 42 Tax.
 - 44 Celestial body.
 - 47 Food.
 - 48 Sudden surprise.
 - 51 Small lands.
 - 52 Feet coverings.
 - 54 Donkey.
 - 56 Number.
 - 58 Female deer.
 - 60 Period.
 - 62 Like.
 - 64 Seen on some cheques.



THE FOREIGN OFFICE.

MR. BALDWIN TO TAKE OVER.

London, March 4.
Mr. Stanley Baldwin will take over the Foreign Office for the first time during Sir Austen Chamberlain's impending attendance at the League Council in Geneva.

The *Daily Express* says that the Premier is accepting this responsibility because he is a member of the Cabinet Committee dealing with China.

ENGINE DRIVERS.

DEMAND FOR INCREASE IN WAGES.

Cleveland, Ohio, March 4.
It is learned that the Chairman of the Brotherhood of Locomotive Engineers will notify the railway companies on March 5 of the demand for a fifteen per cent. increase in wages to all union engine drivers in the United States and Canada, except the South Eastern division of the United States.—*Reuter's American Service*.

ATTEMPTED ROBBERY.

SEQUEL TO AU PUI LING AFFAIR.

Six men appeared before Mr. W. Schofield at the Kowloon Magistrate's Court yesterday afternoon on charges of being concerned in an attempted robbery committed at a house at Au Pui Ling, on February 13.

The defendants were alleged to have gone to No. 12, Au Pui Ling, at 7.30 on the night of February 13 and on being admitted in response to their knocks, attempted to seize the male occupant who opened the door. The master of the house heard shouts for assistance and went to the door with a big stick. The six men then ran away, but one of them was arrested by an Indian constable.

In consequence of what this man told the Police, the others were arrested.

Before adjourning his Worship intimated that there was no evidence against the last three defendants and they were discharged. The other three were remanded till next Thursday.

HONGKONG HOTEL

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CARNIVAL NIGHT
SPECIAL
DINNER DANCE

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(Fancy or Evening Dress)

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Hongkong.

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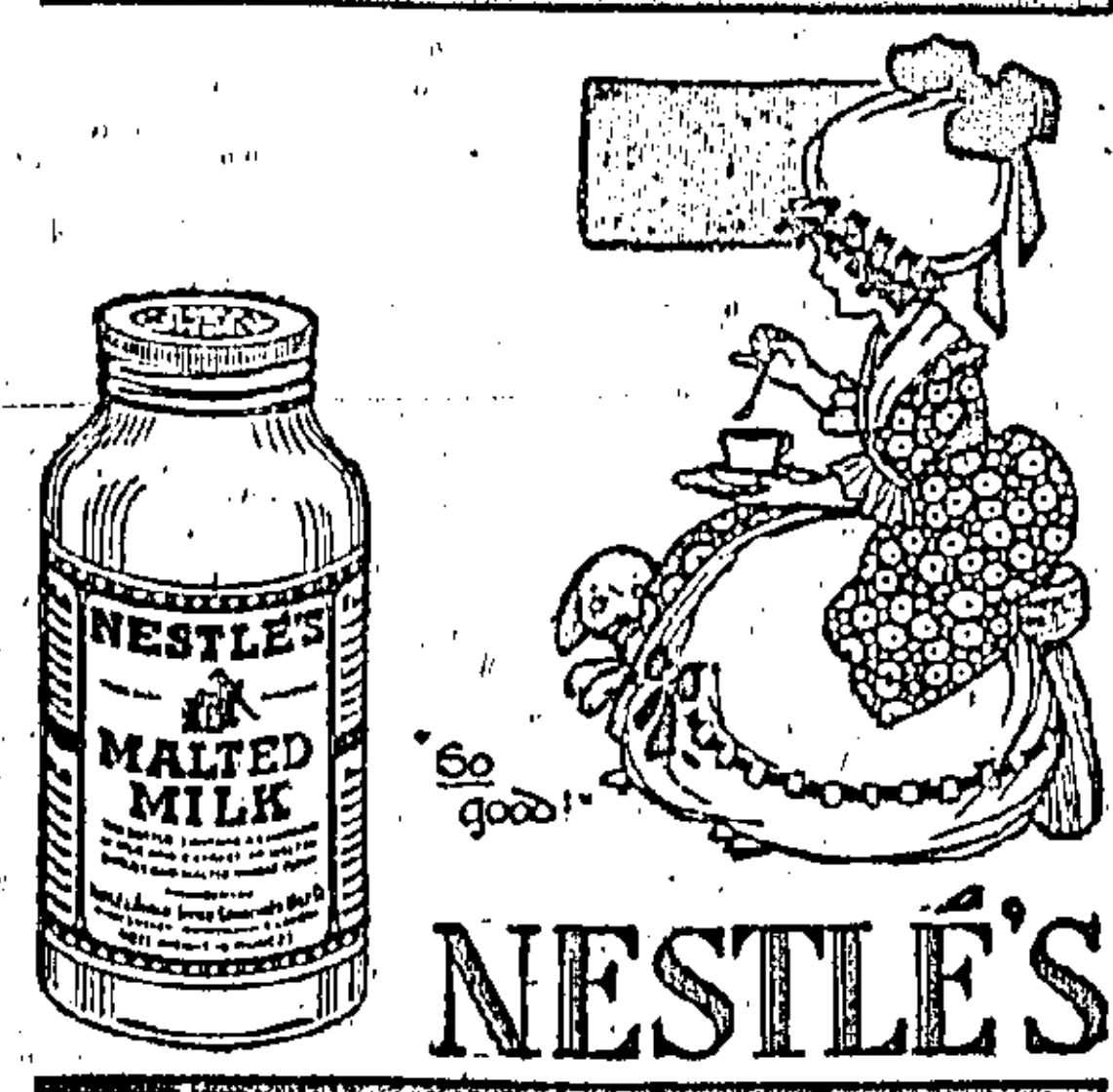
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By Blosser



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WHEN
you want it

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MRS. G. M. SHAW,
MISS SARAH SHAW,
MISS CATHERINE SHAW.
P. P. C.

DEATH.

DALVZ.—At Macao, on March 4th, Lindamina Dalvz, aged 80 years.

The
Hongkong Telegraph.

SATURDAY, MARCH 5, 1927.

MORE LIES.

Apparently, another Chinese Nationalist "lie factory" has been opened, for we have just received by post the first two issues of a propaganda publication in English, issued from Hankow by what is described as "the Press Office of the Political Department of the Headquarters of the National Revolutionary Army of China," the articles in which are noteworthy for their extreme partisanship and their deliberate distortion of facts. We are told in the foreword of the first number that the aim of the publication is to "assist the truth to break through the ramparts of lies with which Imperialism is blockading the Chinese revolution," but when we come to analyse some of the writings therein we find that these propagandists have the strangest imaginable conception of what truth is.

Attracted by an article said to deal with the lessons to be drawn from the Nationalists' taking possession of the British Concessions in Hankow and Kiukiang, we have read it through, and seldom have we encountered a bigger travesty of actual happenings than the references contained therein to the incidents which led to the temporary handing over to the Chinese authorities of these two Concessions. It is stated that the change in the status of these places is due to the spontaneous action of the masses, especially to that of the labourers and students, "who replied to the provocations of the British." This is followed up by a statement that Chinese celebrating their national victories "in peaceful demonstrations" were "beaten and stabbed by British marines." Could anything further from the truth be conceived than these lying assertions? In actual fact, the circumstances

were precisely opposite in character. Menacing mobs invaded the Concessions and it was only by a display of remarkable patience and tact on the part of the British, in face of great Chinese provocation, that heavy bloodshed did not result. The references to British marines having "beaten and stabbed" peaceful Chinese are in the same category—they are wilful mis-statements, broadcast with the specific purpose of encouraging a continuance of the anti-British agitation on which the Nationalist extremists have obviously set their heart. That they should have been issued under the authority of a Nationalist Government agency would be remarkable had it not been that we have long since come to expect almost anything from this quarter.

In the same issue of this new publication there is much more relating to the foreign Concessions in China, and the point is stressed that the present fight is against all foreigners who hold territory within Chinese boundaries, a term which is used to include all Settlements and Concessions, and even Hongkong as well. If that is really the Nationalist policy, how comes it about that so far the agitations have only been against purely British Concessions? What of the other nations who occupy their specific settlements in China, even at Hankow? If the movement were a genuine one, inspired by truly national feelings, would not some steps have been taken ere this to endeavour to get back other Concessions as well? The fact that nothing has been done along these lines is quite sufficient to show that the movement is essentially anti-British in character. Let the Nationalists explain that away if they can.

The Cost of Progress.

There will be lots of people prone to say, when they read of the terrible motor accident on Pendine Sands by which Mr. T. G. Parry Thomas lost his life, that this craving to register fresh high marks in the contest for high speeds is a foolish and wasteful one. While they will inevitably deplore the death of one who was undoubtedly a brave and fearless man, they will shake their heads and say "It's a pity that it was all for no useful purpose and so wasteful." But we doubt whether that is quite the right angle. Frankly, at the moment we do not see how such high road and track speeds as are now being striven for can ever be usefully applied to the everyday needs of man. It is difficult for us to imagine the day when we shall want to travel at over two miles a minute in a motor car, or when and where such a capability will be possible, having regard to the other users of the road, but it is not hard for us to imagine the extraordinary impetus being given to the development and perfection of internal combustion engines by this seeking after high motor car speeds. Modern motor car engines, especially those of enormous horse power and high speed possibilities, are little less than a marvel of mechanical energy containing wonders of synchronisation governing fuel supply and combustion, and when pioneers like the late Mr. Parry Thomas, Major Sea grave and Major Campbell are equipped with the nerve, skill and powers of endurance to test out new and more powerful engines under actual track conditions, we think that they are doing very fine experimental work. Of course, there are lots of risk and lots of thrills and perhaps it is the thrill that attracts most. But it is not a morbid thrill and it constitutes part of that inevitable "urge towards bigger and better achievement" which has been at the back of all the progress of the human race. In the early days of aviation there were the cautious cranks who would have scorned to believe that such sober-minded and balanced people as Sir Samuel and Lady Hoare would, in 1927, fly to India and back without the slightest mishap. But it has been done and those flying "dare-devils" of 20 years ago vindicated. The late Mr. Parry Thomas was either

DAY BY DAY.

THE IMPELLING FORCES OF HUMAN ACTIVITY ARE WOMEN AND WEALTH.—Stuart Young.

His Excellency the Governor has appointed Mr. A. G. Franklin to be a Justice of the Peace for the Colony.

Tenders are being invited for carrying out the necessary repairs to engine and boiler houses at Pokfulam Road pumping station.

The motor vessel Malayani Prince, from New York, sailed from Shanghai on the 4th instant and is expected to arrive here on the 6th instant.

The prize-day concert of the Sacred Heart College is to be held at St. Patrick's Hall Garden Rd. on Monday, at 5.30 p.m. Mr. Li Yau-chuen will distribute the prizes.

Bitten by a chow dog yesterday, Private Hughes, of the K.O.S.B., was given precautionary treatment at the Military Hospital. The dog was seized and taken to the Kennedy Town Depot.

The forthcoming wedding is announced of Mr. David Hood Maxwell, Marine Engineer, in the employ of the China Navigation Company, to Miss Gertrude Tait, who is due to arrive in the Colony by the s.s. Khiva.

His Excellency the Governor has appointed Mr. G. A. Walker to act as Manager of the British Section of the Kowloon-Canton Railway during the absence on leave of Mr. H. P. Winslow or until further notice.

The Health Bulletin of Eastern Ports for the weeks ending February 19th, issued by the Principal Civil Medical Officer yesterday, contains the following cases: Plague, Bombay 2, Rangoon 4, Calcutta 6; Cholera, Rangoon 5, Calcutta 43, Bangkok 13; Small-pox, Bombay 43, Calcutta 170, Madras 32, Rangoon 27, Singapore 1, Bangkok 6, Shanghai 7, Vladivostok 7.

A concert is to be held at the Helena May Institute on Wednesday next, at 8.30 p.m. in aid of M. C. L. Funds. The artists will comprise Mrs. G. R. Watt (contralto), Mrs. W. R. Fleming (soprano), Mrs. F. Jenner (soprano), Engineer-Comdr. (Retd.) (entertainer), Mr. H. E. Gardner (tenor), Mr. R. M. Keown (bass) and Mr. H. Hampton (humourist). Selections will be given by a sextette of the Hermes Band, whilst the programme will conclude with a sketch, "The Last Train," by "The Skyers."

BANK RETURNS.

THE LATEST FIGURES.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 28th February, 1927, as certified by the Managers of the respective Banks are—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$17,096,732	\$5,800,000
Hongkong and Shanghai Banking Corporation	\$50,183,535	\$36,700,000
Mercantile Bank of India, Limited	\$1,750,881	\$580,000
Total	\$78,031,148	\$43,080,000

* In addition Sterling Securities deposited with the Crown Agents valued at \$1,207,200.
† In addition Securities deposited with the Crown Agents and Straits Government valued at \$3,108,097.
‡ In addition Securities deposited with the Crown Agents valued at \$180,000.

CWM DISASTER.

FUNERAL OF 52 VICTIMS.

London, Mar. 4.
Arrangements have been made for a united funeral of the 52 miners who lost their lives in the Cwm disaster. The funeral will take place on Sunday.—British Wireless.

a "dare-devil" or a "pioneer" according to how the matter is viewed, but he was, in any case, a great enthusiast whose death will be mourned by all the world's motor-driving fraternity.

THE PASSING OF THE EVENING LAMP.

"The Old Order Changeth."

It was a picture framed in a medallion at the head of an old copy of the Youth's Companion. In cozy oneness of purpose a circle of young faces were grouped about a sweet-faced matronly looking woman, their eyes intent upon something which she was reading. Upon closer examination it was discovered to be the latest copy of the Youth's Companion; and each member of that family group was eager to hear how the serial story was coming out.

Joyous anticipation was pictured in every face. How a picture such as this—stumbled upon in a search for something entirely different—will start the wheels of memory turning backward to find just such another group around the evening lamp. Sometimes each will be individually occupied with his books or papers; sometimes again it is Dad who is reading while the rest of the family, in comfortable poses, some embroidering, some sewing on little garments, or busy at the ever-accumulating pile of family mending, listen enthralled.

It matters not which may be the order of the evening—when the short day was over, rare was that evening lamp that did not shed its soft light upon some circle of this kind.

Fortunate indeed is that man or woman who can look back to such a spotlight in his impressionable years. Such an introduction to the inexhaustible treasures of good literature sheds a discriminating light upon all the rest of his literary experience. How surely and tactfully such a father or mother can lead the young thought, eager for excitement and adventure and the thrills of a world they have not yet experienced, into those safe, wise channels from which they can see the experiences of human nature unfolded in their right proportion and get a true perspective of the working out of human qualities, the lights and shadows of human experience in right proportion to their causes.

Unconsciously they learn to evaluate, to be tolerant, just, and compassionate. Through such masterpieces they learn to admire the great qualities of courage, patience, tenderness, and to see in their certain results the deplorable effects of their opposites.

They are broadening their contacts through this vicarious experience, travelling with seven-league boots back over the history of the world, gaining a community of human interests with peoples of all ages—with the possibilities of this training constantly being enlarged by the patient explanations to eager questions. How wonderful, how unforgettable, are those lessons learned about the evening lamp!

Then, as I sat musing upon that spotlight in my life, suddenly was borne in upon me a voice. It was reading aloud, yet somehow it was not mellowed by the warm radiation of that old kerosene lamp. It was professional; the intimacy was gone; there were no interrupting questions—in fact, there was no such thing as interrupting. It was unfolding, in well-modulated tones, the story of a recent best-seller.

I glanced through the doorway and caught the soft glow of an electric blub shimmering through pleats of silk. It was a loud-speaker. You listened or not, as you chose; wandered in and out, and occupied yourself as fancy led. At first regret filled my thought. How much they are missing—a personal contact, an individual opinion. Then a brighter side showed itself.

The evening lamp was passed. Into that narrow home circle has come a variety and diversity of interests, and a multiplicity of attractions from without that would make that old life impossible and inadequate today. It has passed through stage after stage of read-

justment: the movies, the club, the social dance, the theatre, the ever-restless family car, and now the radio. How changed in point of view, in breadth of experience, in kind and variety of information, is this evolved family circle.

There is still another side of the question that cheers and encourages. That ideal home group around the old evening lamp receiving its first taste of good literature was but one bright spot in a surrounding circle of darkness.

For no matter how ideal that group was, in comparison with the homes that had it not, they were few and far between; whereas today the disintegrating stimuli which seeped fraught with so much menace to the home have brought, to thousands more than ever was dreamed of in those earlier days, opportunities to catch glimpses into the great treasures of literature through the cinema and the drama, and are now bringing it to those in the home circle through the radio. "The old order changeth giving place to new."

I would not gaze backward along that white path of light radiating from that long-ago evening lamp either pessimistically or regretfully. All the real good that that light radiated has come down to us. Changing conditions have demanded more adequate methods. As the parlor with its whatnot and stiff horsehair furniture has given place to the living room and the library, or even to the six-foot shelf in a small hall bedroom, so that family circle has inevitably changed to meet the influx of knowledge coming, as it does today, through channels absolutely undreamed of by those youngsters who gathered about the evening lamp.

We would not go back if we could; we would have an open thought, keenly appreciative of all that is good in the maelstrom of modern life, being willing to suspend judgment of that which is wholly new. With our taste for literature formed upon the solid canons of the classics, yet progressive enough to broaden those standards to include the best of present-day literature, we can enjoy and help to elevate and steady public opinion.

Nor can one afford to stand still in the midst of these tremendous changes in a vein of self-righteous complacency that our approach to literature was the only right one. For while we must admit that the maturity of the present generation is not an unalloyed good, yet they have far more light upon their pathway today than had those in that far-off circle.

With their broader contacts and their increased means of information there has come an independence and freedom unknown even a generation ago. To those who have not had the privilege of a college education there are opportunities for being introduced to good literature greater than those offered twenty years ago in the colleges themselves.

And although these classics have been modernized and modified to meet the requirements of stage and screen, they still retain a subtle something of their old value, and these productions often lead to the reading of the original works.

And so as I glance once more, fondly, perhaps, but not regretfully, at the picture before me, I feel—as I move about in a scene so utterly unlike that of the past, so colourful, so picturesque, and so absorbingly interesting—that the same wisdom which tactfully informed and guided those smaller, simpler circles is still at work, sifting, eliminating, uplifting and guiding the young folk of today whose background and channels of approach to literature and to human life are so complex and varied.

E.H.H.

WHITE HOUSE.

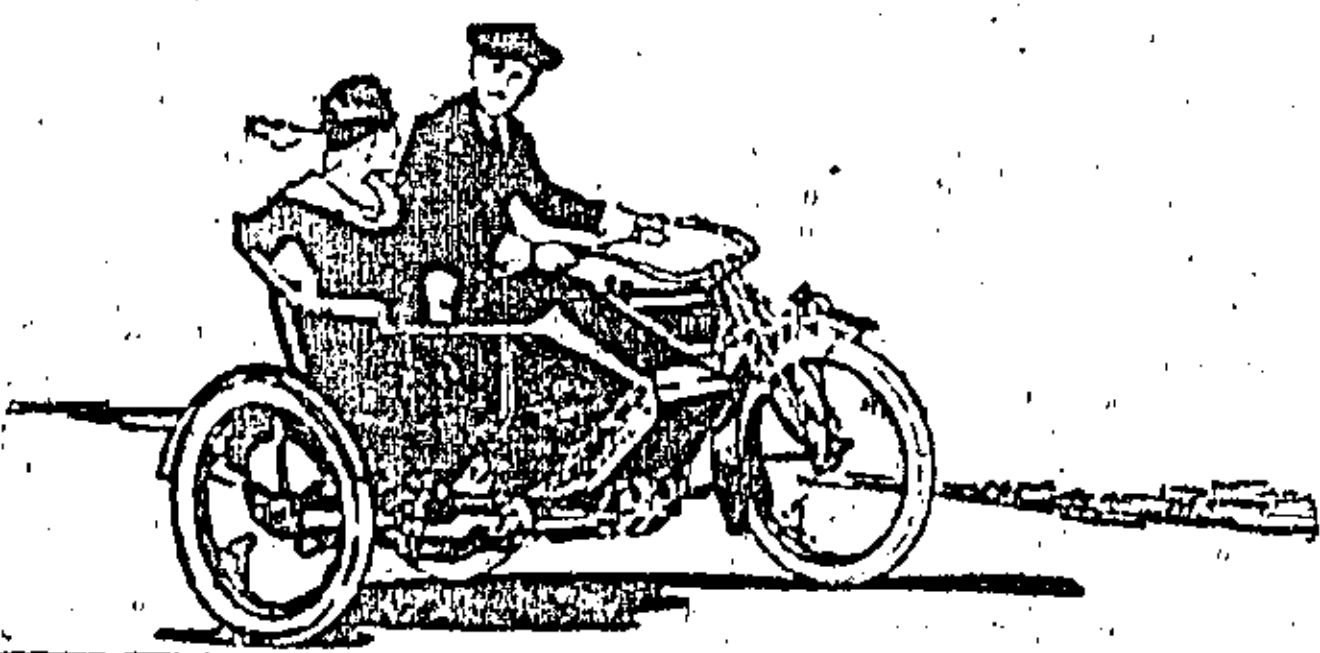
COOLIDGES MAKE WAY FOR CARPENTERS.

Washington, March 4.
President and Mrs. Coolidge have moved from the White House to Patterson Mansion nearby, which they will occupy for a few months while the White House is being repaired and re-roofed.—Reuter's American Service.

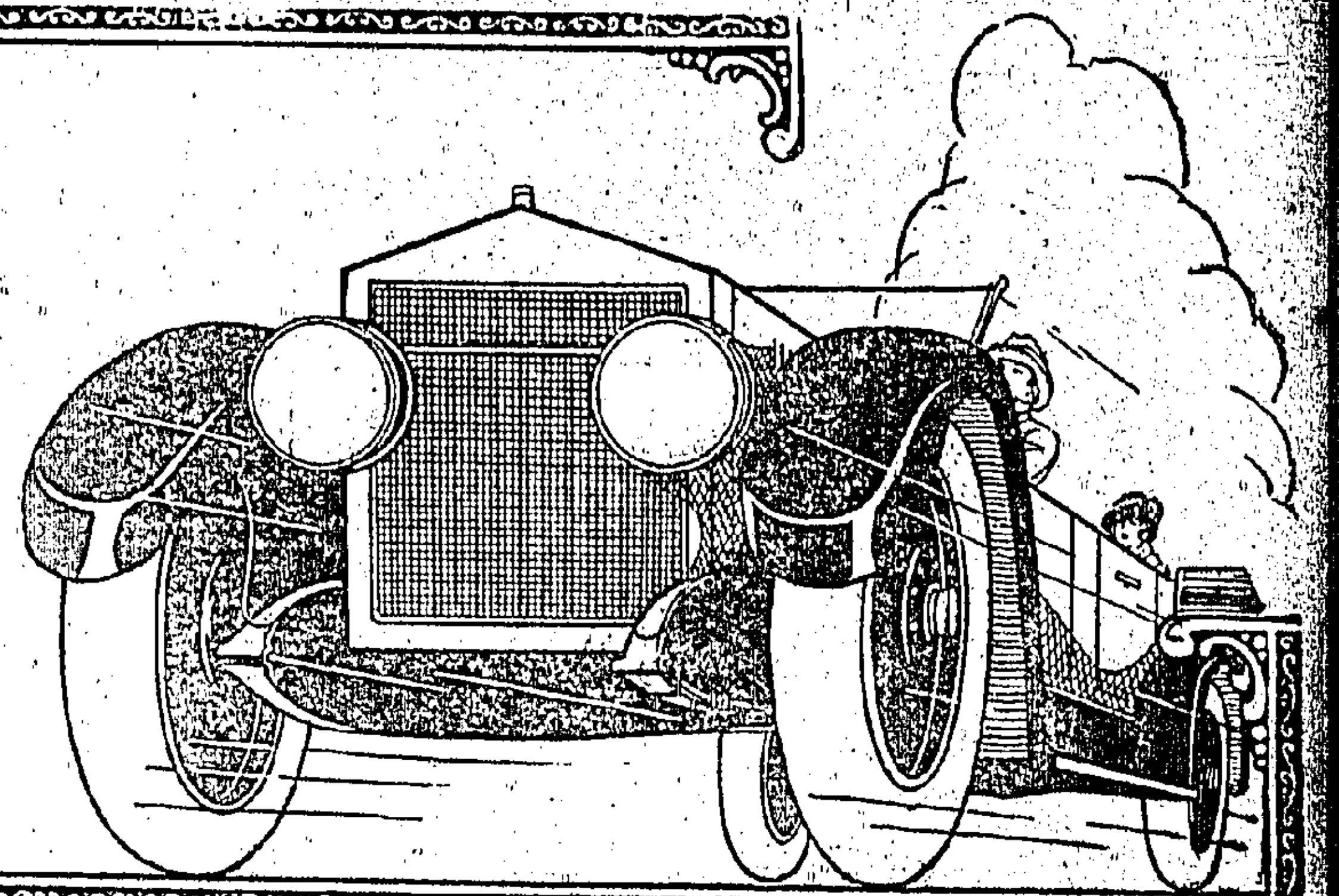
The Bolsover (Derbyshire) and the Shorwood (Notts) Colliery Companies have subscribed £10,000 and £5,000 respectively to the £50,000 scheme for extending Mansfield Hospital which serves the workmen of both collieries.

Mr. Charles Ellingsworth, a Crimean veteran, formerly of the 93rd Foot (South Highlanders), who has died at the age of 94, was buried with military honours at Brompton Cemetery.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY, 5th MARCH, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Action Appreciated.

Some time ago, we drew attention to the danger which existed in Connaught Road as a result of the public conveniences being situated in the centre of the roadway. We are glad to see that one of these structures is now being demolished, and we trust that this work is the commencement of a number of demolitions along the Praya. One of the most dangerous of these obstructions is that standing at the junction of Douglas Street opposite the Douglas Wharf. Quite a number of cars dive into Connaught Road from Douglas Street in order to reach a parking stand, which necessitates passing this building. The coolies who use the place are wont to suddenly stop out on the road right in front of oncoming traffic, and it is surprising that more accidents have not been recorded. With the removal of all of these ungainly structures, the Praya will be made much safer both for vehicles and pedestrians alike.

Garden Road.

Whilst on the question of road improvements, we would urge that the public convenience at the foot of Garden Road be removed. This is also situated in a dangerous position, and was built when motor traffic was not known here. At this particular point the corner itself might be widened to advantage, as hundreds of cars pass by daily, and the turning into Queen's Road is almost a blind one.

Testing Lorries.

A further tightening up of examinations of public vehicles is being put into force by the Traffic Office, the latest orders being that lorries, operating in the New Territories, will also come under the monthly examination scheme. At the moment there are over 50 such lorries in the New Territories, and a certain number will be examined every Saturday, so that each will be thoroughly tested once in every month. Those who are familiar with the condition of many of the lorries seen on Kowloon's roads will appreciate this further step which will go yet further in eliminating unnecessary dangers to which mainland drivers and riders are subjected.

Flying Squad.

Latest Flying Squad orders state that the following duties will be performed until further notice. Every Tuesday the Squad will have either squad drill or lectures. One Tuesday will be devoted to the former and the

following Tuesday to the latter and so on. Members should be present at 5 p.m. on Wednesday of each week. Solo riders may join the Kowloon contingent, assembling at the Kowloon Fire Station at 5.15 p.m. every Wednesday. The usual runs in Hongkong will continue to take place every Friday at 5.15 p.m. starting from the Central Police Station compound.

Road Abuse.

A complaint was received the other day concerning a local motorist who drove his car up the lane which runs parallel with Upper Albert Road and Garden Road. The lane commences opposite the Helena May Institute. In the present instance, the motorist arrived at the top at the same time that another car had rounded the bend opposite the junction of Kennedy Road, and it was more by luck than judgement that a collision was averted. Pedestrians have complained previously regarding the use of this lane by cars, and there appears to be good grounds for such complaints. We cannot understand why any driver should desire to take this route, but apparently some people like to do something different. Perhaps the erection of signs indicating that no motor traffic is allowed would solve the question.

Star Ferry.

Motorists who have occasion to visit Kowloon would doubtless appreciate better provision for parking their car along the Praya. At present the north side of Connaught Road is an authorised parking stand, but many owners do not care to leave their cars within a foot or so of an unprotected sea-wall, especially in view of instances in the past of vehicles falling into the harbour. The centre of the roadway is undoubtedly the ideal location, and it should be possible to arrange a stand between the Ferry Pier and Queen's Pier, or even as far as the V.R.C. The parking question is an urgent one, and this provision would relieve it to a certain extent.

The Autocar.

The Hongkong automobile Association has arranged with the proprietors of the above motoring journal whereby members may receive it regularly from Home, upon payment of a special subscription fee to the Honorary Secretary of the Association in Hongkong. Letters have already been sent to members, and those who desire to take advantage of this facility are requested to make early application.

WASTE ENERGY.

Loss of Fuel Power.

Only 5 per cent. of the energy in gasoline is used in pushing the car along the road. A third is lost to the cooling water, more than a third is blown out with the exhaust gas, and the rest is lost in engine friction, declares Mr. Thomas A. Boyd, director of fuel research at the General Motors laboratories in Detroit.

"The thing that happens to fuel and air in a gasoline engine," Mr. Boyd says, "is as much a chemical reaction as the making of TNT or the synthesis of a dye. Probably no reaction in the world means more to society than this one, yet in large measure the use of the combustion reaction just grows, without much control or

analysis by the chemical profession, which must be looked to to regulate it.

"The only means the automobile driver has to regulate the reaction in his engine is the throttle, which does not control the rate of the course or the reaction at all. It just regulates the amount of the reaction.

"Experience has shown that gasoline has some combustion properties we could heartily wish it did not have, the worst is, perhaps, the tendency to knock. When the automobile engine knocks it means that the combustion in its cylinders has gotten beyond control.

"It is evidence that there is need for the chemist to understand this reaction better, that he may regulate it in the best and most efficient way."

EMPIRE CAR TRADE.

Tour of Dominions by Our Makers.

TAKING MR. BRUCE'S ADVICE.

BY THE MOTORING CORRESPONDENT of the Daily Mail.

An important step toward the further development of the British motor-car industry in the lucrative markets of Australia, New Zealand, and South Africa has been decided upon by the Society of Motor Manufacturers and Traders, Ltd.

Early in March a delegation from that body, which fully represents the interests of British car manufacturers, will carry out exhaustive inquiries regarding the motoring requirements of the countries named.

MR. BRUCE'S ADVICE.

The decision is a direct sequel to the recent visit of the Dominion Premiers to England and their inspection of the Motor Show at Olympia, Kensington, W., in the autumn. Mr. Bruce, the Australian Prime Minister, then told our makers that, while they were now building motor-cars more suitable to the needs of Australia, they still had a great deal to learn in such matters as track and ground clearance. He suggested that the best way to discover what Australia requires would be to come and see for themselves.

The delegation will consist of Major Sir A. Boyd-Carpenter, M.P. for Coventry, Mr. Alan R. Penn, who will act as technical adviser, and Lieut. Col. A. Hacking, secretary of the Society of Motor Manufacturers and Traders.

SEVERER CONDITIONS.

"We are going to visit every State in Australia," Col. Hacking told me yesterday. "Cars are run under far more severe conditions in the Dominions than in this country and we shall make a close study of these conditions."

"It is possible that the S.M.M.T. may open a permanent office in one or all of the countries to keep manufacturers in touch with all the latest developments."

During the past four years our car exports have increased appreciably, as the following table shows:

CARS AND CHASSIS.

1923	6,259
1924	15,596
1925	29,041
1926	33,237

Britain, however, is still a long way behind her rivals in the development of Dominion markets.

The delegates are expected to return to England in August.

SILENCERS TEST.

An experiment to determine if it is possible effectively to silence motor-cycle engines starts to-day. Tests of 25 silencing devices are to be carried out by the Auto-Cycle Union at the offices of Research Engineers, Ltd., Harmondsworth, Chalk Farm, N.W.

MOTOR SIGNAL DEVICE.

Police tests have been carried out at Hull with a new three-way signalling device for motorists. The device consists of two electric lamps with green lenses on the front of the car in line with the regulation lamps and two similar lamps at the back of the car in line with the identity plate. The front and rear light on each side are operated by a switch on the corresponding side of the driving wheel.

If the driver intends turning to the left the front and back green lights on the left side are switched on. If he is turning right the right side lights are switched on, and if he intends going forward

NEW COLOURS.

The "Brighter Car" Movement.

New York, Jan. 28th.—An attempt is being made not only to make automobile colours look attractive, but to sound attractive as well.

The names of some of the colours seen on cars at the recent automobile show are: Pyramid and Oriole red, Coot brown, Thrush brown, Blue Jay blue, Mallard green, Sea Fog grey, Channel green, Shoal Water blue, Ocean blue, Marine blue, Robin-hood green, Peter Pan blue, Paeon red, Buckingham grey, Egyptian red, Haig green, Italian cream, Bronville blue, Midnight black, Maize, Fawn, Pistachio green, Down mist, Dagestan blue, Bakam blue, Burning Bash orange and Ambato green.

POPULAR TYPE.

The Vogue of the "Six."

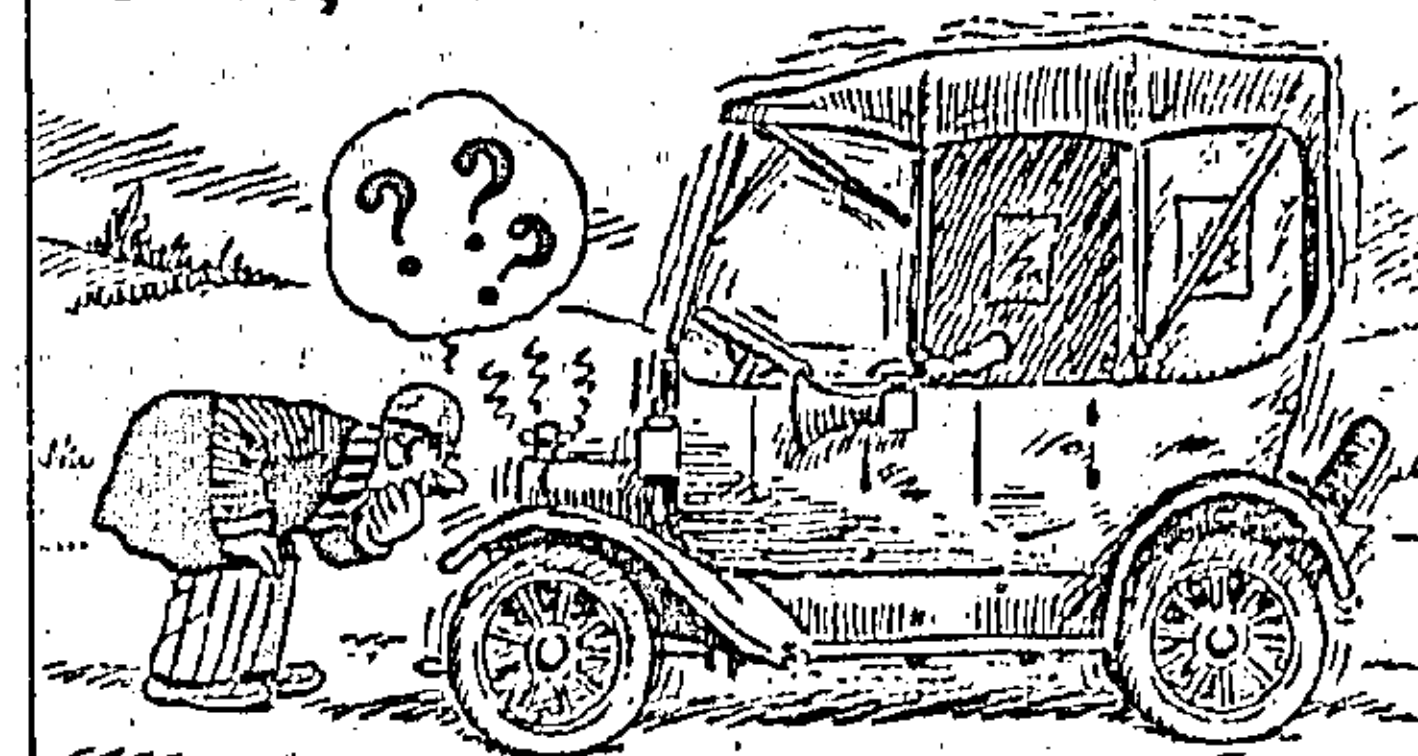
Mr. S. F. Edge recently joined issue with Mr. Wilfred G. Aston over the vogue of the 6-cylinder car.

In the course of a spirited article Mr. Aston wrote: "I look upon the 4-cylinder as moribund. No one who has eyes to see can fail to perceive that the immense number of American cars in popular use owe their existence to the fact of possessing 6-cylinder engines. You would think that British car manufacturers would have appreciated this point, but apparently they have not done so."

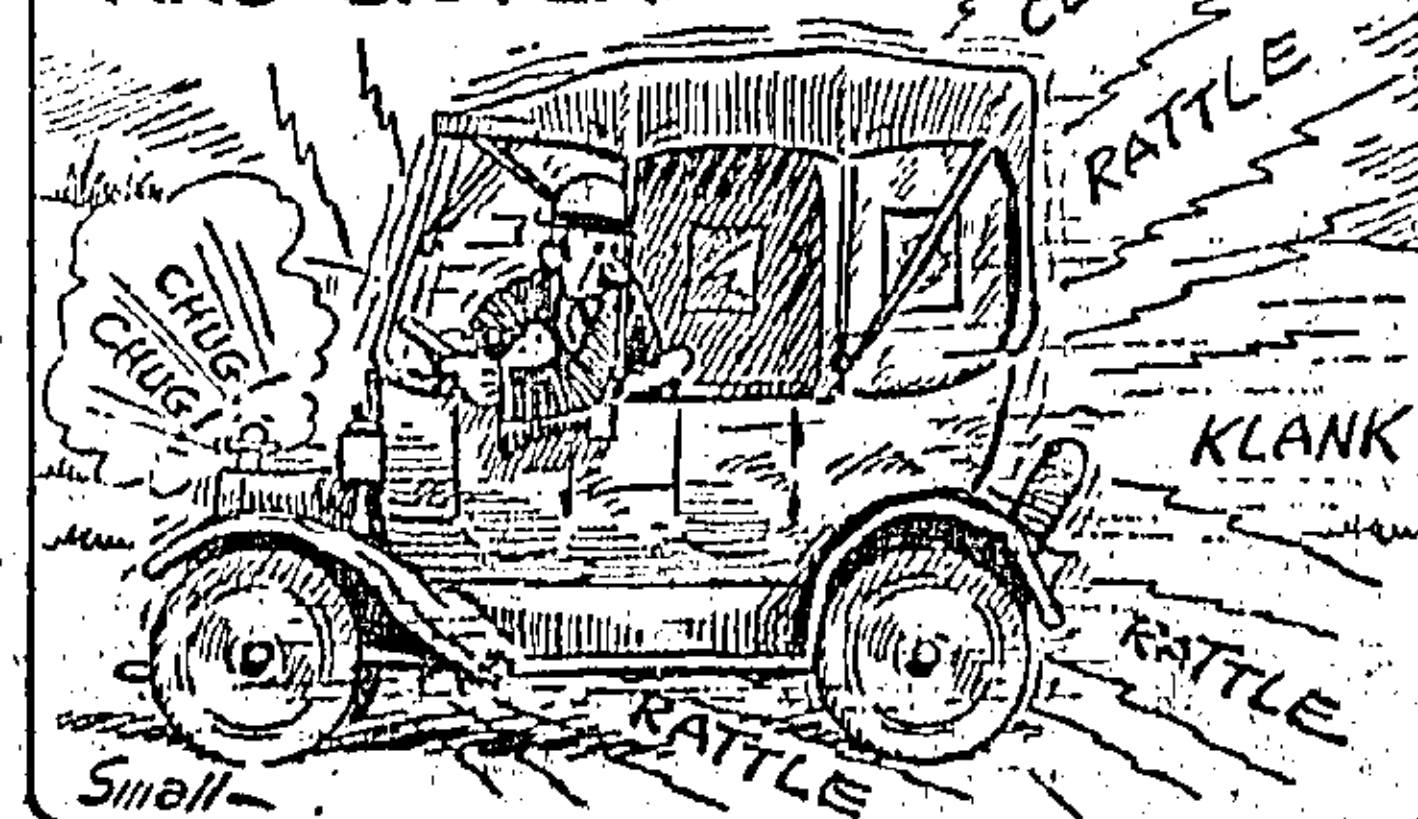
As far as the A.C. car is concerned, Mr. Edge's comment on this article is convincing. "Mr. Aston is right—and wrong," he says, "I introduced the 'six' and have for over twenty years been an ardent advocate of the 6-cylinder principle. The Rolls-Royce, a perfect car, and the 6-cylinder A.C. have long been on the road, giving daily and hourly proof of the soundness of 6-cylinders."

both sets of lights are switched on 50 yards before reaching the constable on point duty. The front lights give an unmistakable signal to the police officer and the rear lights indicate the intentions of the driver to the driver of the car following.

STOP, LOOK



AND LISTEN



OVERHEAD HIGHWAYS.

Can London Follow New York's Example?

According to a New York correspondent, the municipality of that city decided to spend \$5,000,000 on the construction of an overhead highway, five miles in length and 65 feet broad, to relieve existing traffic congestion. The road is to be elevated to a height of 20 feet above 11th Avenue, which runs along the shore of the Hudson River, and by means of it access to every part of the city should be easy.

Accommodating six lines of traffic, the road will have, at regular intervals, ramps to enable vehicles to enter or leave it. The elevated way is to be constructed of steel and concrete, and the two outer tracks will be reserved for slow-moving vehicles, thus allowing free passage for fast moving automobiles.

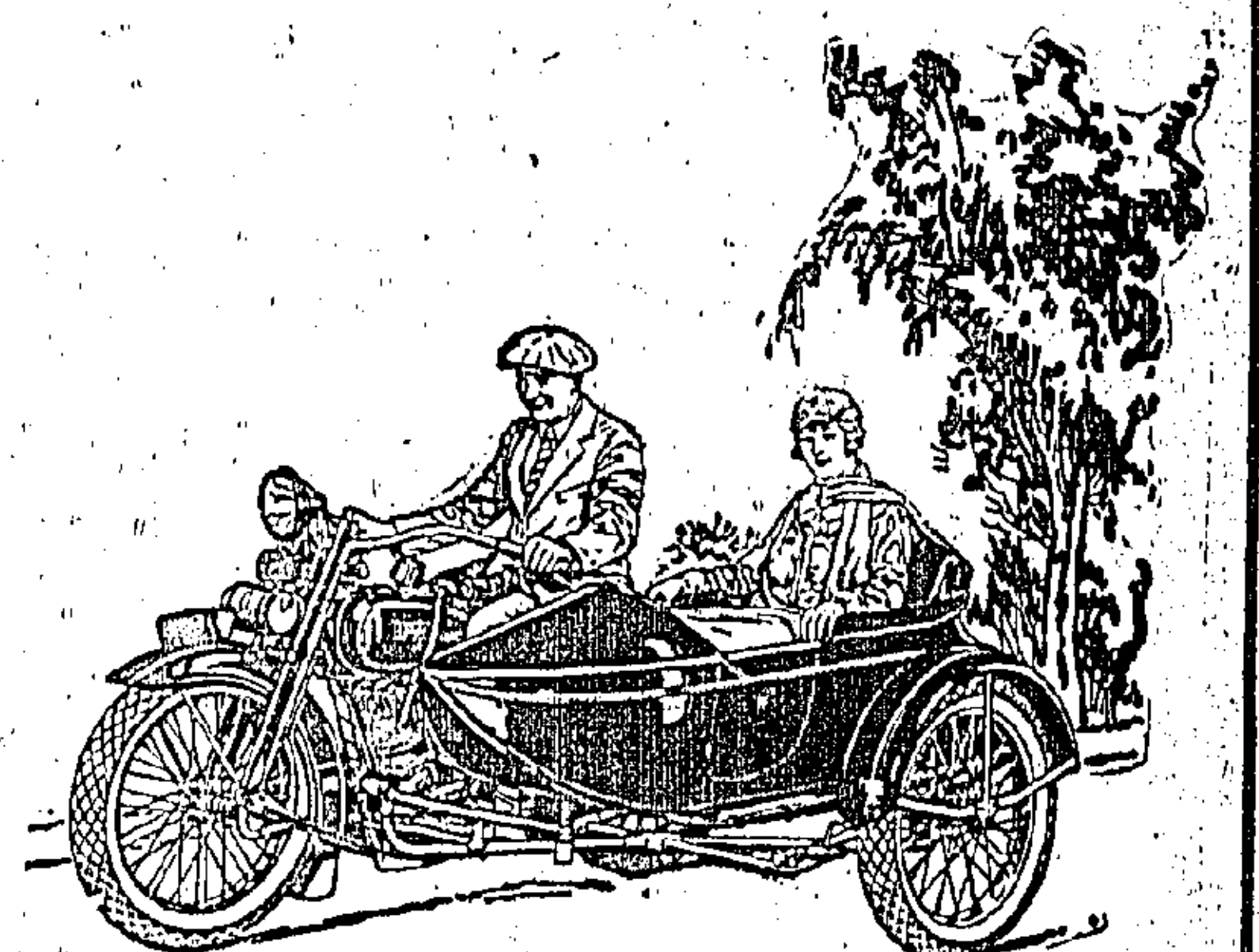
The question of whether a similar scheme would be a practical proposition in London naturally presents itself, and the answer must be left to engineers. At first sight it would appear that the absence of a definite town-planning scheme in London would render almost out of the question an elevated road if it were to be of real service in relieving congestion. However, to such a pitch is the traffic problem developing in the Metropolis that every "avenue," whether on ground level or overhead, will have to be very carefully explored.

MACHINE RECORDS DRIVER'S ABILITY.

Leipzig, Germany, Jan. 26th.—German automobile drivers are being given a severe driving test to determine their ability to handle an automobile in many difficult traffic situations.

The motorist is placed in a chair resembling the driving seat of an automobile and having all the regulation apparatus of a car. On a screen in front of the driver pictures show various traffic scenes.

The driver manipulates the controls to avoid the dangers the traffic scenes present. Every mistake is automatically registered.



CLASSIEST MOUNT ON THE ROAD. THE NEW "STREAM-LINE"

Have you seen the latest, greatest motorcycle.—

Harley-Davidson's 1927 "Stream-Line"? To see it is to crave to get in the saddle—to feel its pulsing, eager power. To ride it is to want it—want it for its thrilling speed, its greater comfort, its rakish, stream-line beauty.

Improvements—27 of them—make the "Stream-Line" the motorcycle sensation of years. Low hung for safety and easy control; better springs and bigger tires that give "Pullman comfort" to you and your sidecar pal; and the same economy that has made Harley-Davidson famous—50 miles for a dollar (gas, oil, tires and all)!

Ask us for a free Demonstration Ride. Get the facts about our Pay-as-You-Ride plan.

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Telephone K.1242.

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Mobiloil

Make the chart your guide.

WHAT'S IN A NAME.

Experience is a great teacher. The older and wiser we grow, the greater becomes our respect for character and reputation. We learn sometimes to our sorrow, that things are not always what they seem. The stranger is not to be entrusted with the same confidence we place in an old and proven friend. We feel more secure if our funds are deposited in a rock-ribbed and reliable bank. If we want to buy a diamond, we feel safer in the hands of a jeweller of good repute. What's in a name?—why, security, satisfaction, peace of mind. A good reputation is more precious than rubies.

The trend of the motorist to purchase only lubricants of known merit—made by reliable makers and sold by reliable dealers, becomes more and more pronounced. Hence the extraordinarily steady increase in the demand for Gargoyle Mobiloil. Always we remember that business, fundamentally, runs to SERVICE, and that no business institution, large or small, lasts very long or thrives, which does render SERVICE TO THE PUBLIC.

That the Correct Grade of Gargoyle Mobiloil gives maximum service at the very minimum of cost is a fact long established in the minds of the majority of motor car manufacturers and hundreds of thousands of motorcar owners.

Our phenomenal growth is, we think, proof sufficient that Gargoyle Mobiloil is the very best motor car engine lubricant obtainable.

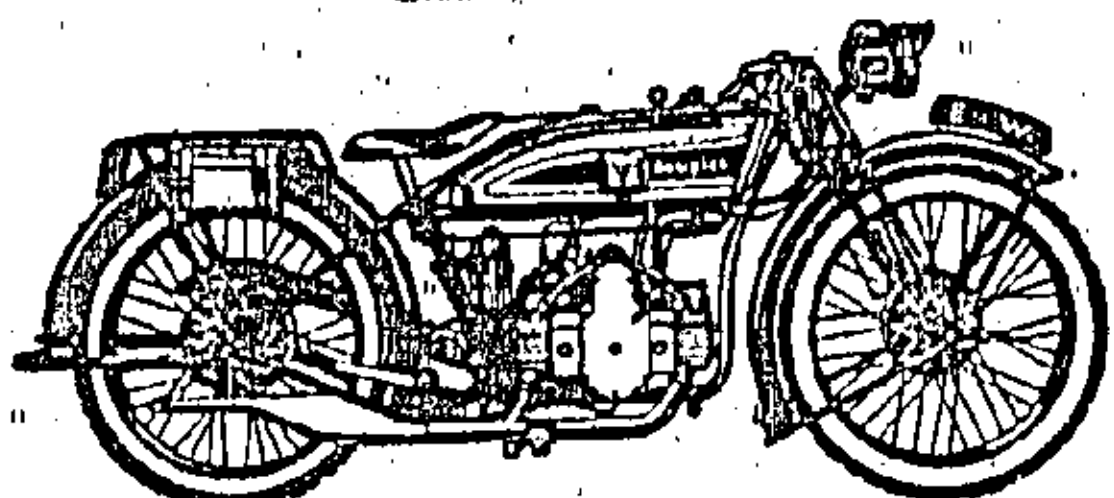
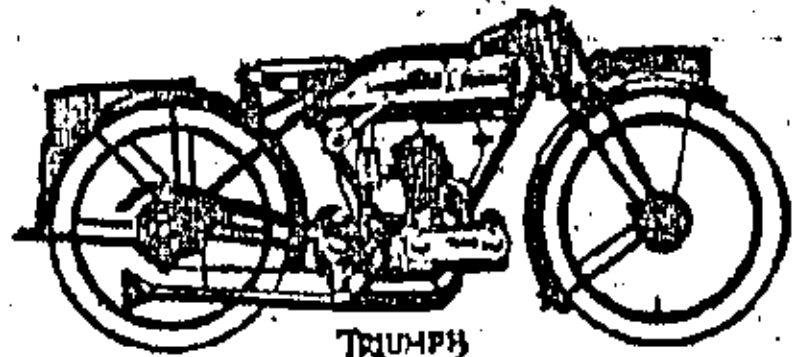
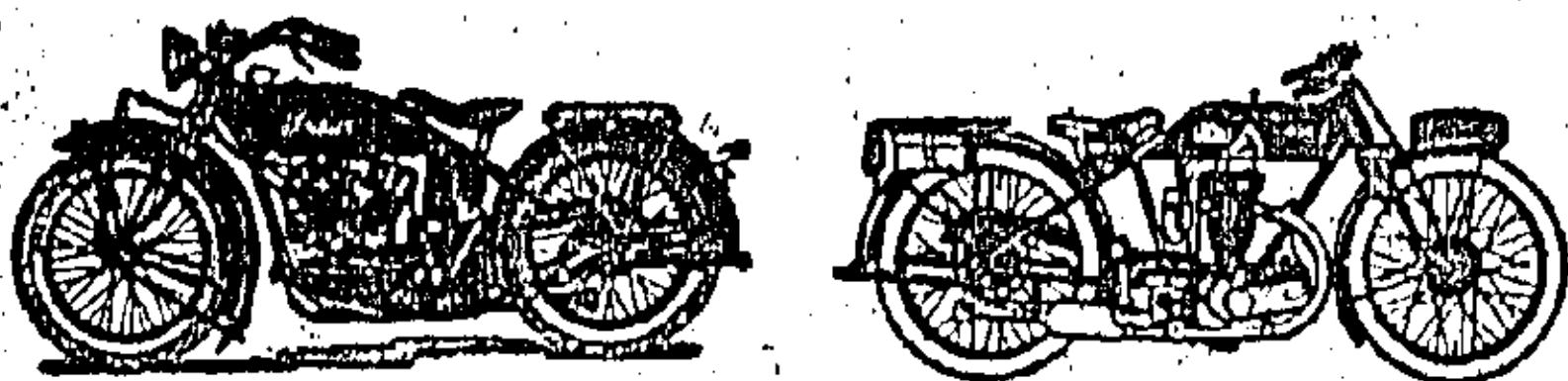
Just drain the crankcase while the engine is hot and fill it to the correct level with grade of Gargoyle Mobiloil we recommend for the lubrication of your engine. Your engine will produce power beyond your fondest dreams—especially on hills—on a lower consumption of fuel. Then again, almost entire elimination of friction means an actual saving of money which otherwise would be spent for unnecessary repairs.

May we send you a copy of our latest edition of the Correct Lubrication booklet? It's free.

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When You Wish To Buy A Motor Cycle
Go To

ALEX. ROSS & Co. (China), Ltd.



THEY have the best lines in Hongkong.
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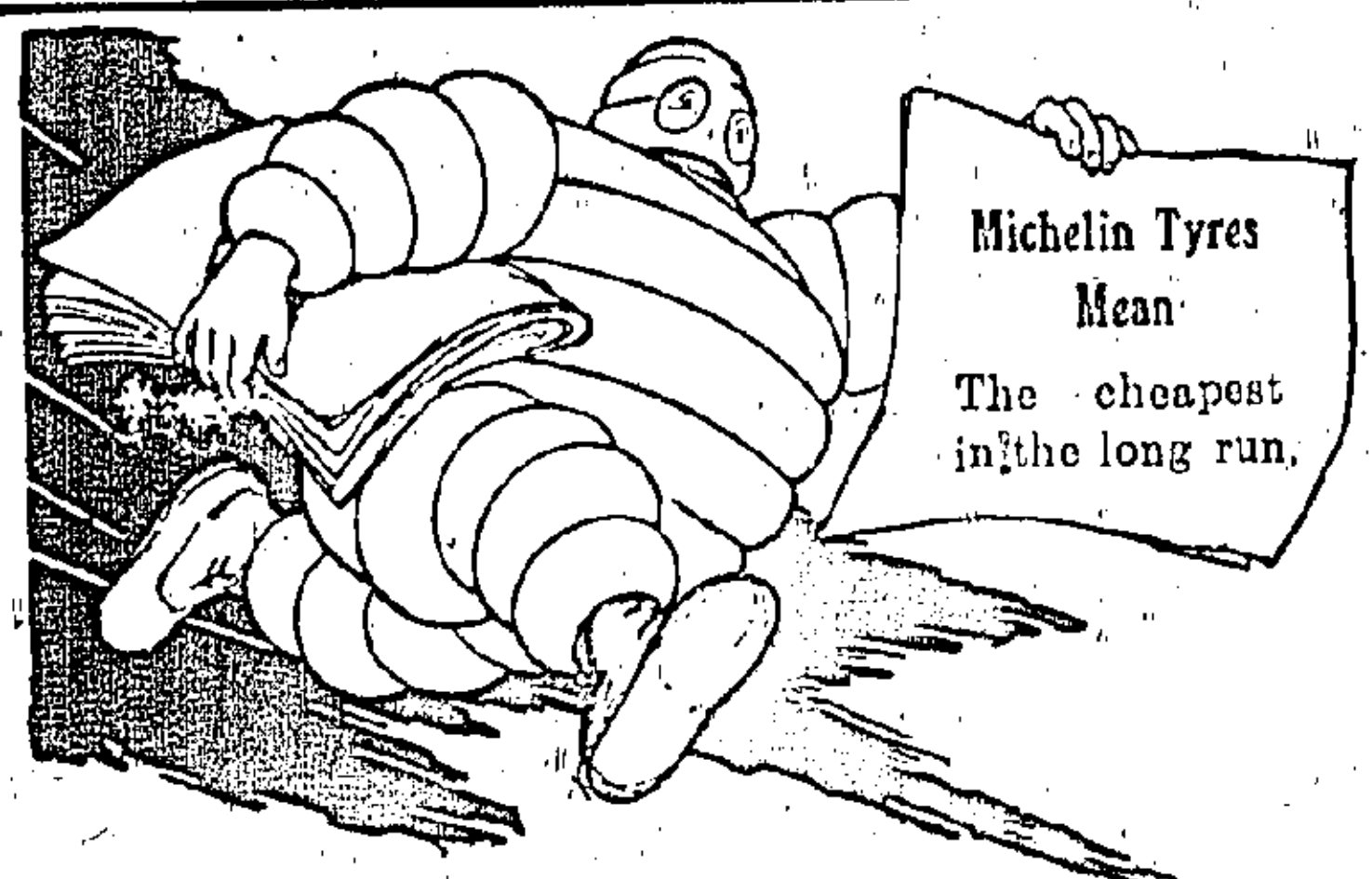
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FAST CARS NOT UNSAFE.

Ease of Control the Test.

BY THE MOTORING CORRESPONDENT of The Daily Mail.

During my trial this week of the 20-h.p. Invicta motor-car, a new British six-cylinder model which is winning a reputation for speed acceleration and an exceptional top gear performance. I had, as my passenger a magistrate.

I have met during my motoring experiences quite a number of magistrates in circumstances that need not be discussed here. But I have never before had one sitting next to me in a very fast motor-car, and the occasion was made all the more piquant because this particular magistrate belongs to a Bench that is notorious among motorists.

It was a splendid opportunity for propaganda, and I hope I did not neglect it. My last acquaintance with a magistrate was unfortunate. I pleaded that although my speed might have been an excess of the legal limit the car was fitted with powerful four-wheel brakes which, if necessary, could have pulled it up as quickly as a woman could arrest the progress of her perambulator. The magistrate replied that he had no knowledge of four-wheel brakes but a good knowledge of the law, and that £3 and costs would settle the matter.

Challenge Accepted.

My passenger had previously expressed an opinion to me that fast travelling motor-cars were highly dangerous and he was sportsman enough to accept my challenge to judge for himself if this was the case.

I am not defending speed. In certain circumstances speed is very dangerous, and speed at the wrong time is one of the main causes of motoring accidents.

But to say that a motor-car which is really capable of high speeds—and most cars of to-day, including many of the best known makes apart from sports cars, can travel very fast indeed—is in itself dangerous is absurd.

In fact, in my opinion, the reverse is nearly always the case, the only exceptions being a few badly constructed sports cars which are designed purely and simply for speed.

The Invicta car proved ideal as an argument. Its power to weight ratio is beautifully proportioned, and its brakes and suspension excellent safety factors. The engine is the overhead type, with forced feed lubrication, and twin carburetors very carefully harmonised to give an equal mixture to all cylinders. In my opinion two carburetors are ideal for a six-cylinder engine, provided they are properly synchronised. If not, "flat spots" occur in acceleration.

The maximum speed of the car we tried with a 3 to 1 top gear ratio is stated to be 86 miles an hour, and I have no reason to dispute this. The point that impressed my passenger, however, was the very quick way in which the car picked up speed and also the quick action of its four-wheel brakes. From 10 miles an hour on top gear to 30 miles an hour took under 10 seconds, and to 50 miles an hour under 16 seconds. At a speed of 40 miles an hour the car was brought to a standstill in 37 yards.

The easy control of the steering also impressed the passenger—he himself steered the car at high speed with one finger. In fact, the car almost steered itself—that is, if you took your hand off the wheel after cornering it straightened up on its own.

"We Touched 70."

But the point that I was really out to prove—and the car proved it as far as I was concerned—was that despite its high speed capability it was tractable at all speeds, running sweetly on top gear at 5 miles an hour. It was far easier to drive at low speed than a slower and a "woollier" engine.

It was at the magistrate's wish that I speeded the car up—not on the public road—to 70 miles an hour; it was one of the most curious requests that has ever been made to me by a magistrate.

He watched the speedometer for me and I believe there was a touch of real pride in his voice when he said afterwards, "We touched 70."

MOTOR RACING THIS YEAR.

Some New Ideas.

(By H. Massao Bulst, in The Observer.)

New ideas of a practical sort in motor racing are always valuable. Yet I have not noticed anybody very forward to render the Rover Company that credit which is its due. Thus the rules for the Bouleau Cup race at Boulogne this year take the wholly original form for such a competition of handing each competitor a sum of money with which he must buy at fixed prices the fuel and lubricating oil he will use in the race. If this is not an intelligent and praiseworthy utilisation of the Rover Company's brain-wave last year when it organised two trials each simply conditioned by the expenditure of £5 on all requisites necessary to run a 9/20 h.p. fully loaded touring car under the Royal Automobile Club's supervision, what is it? As to other changes in this year's racing regulations, the Florio Cup race will be run on a 14.8 m.p.g. of fuel basis over a distance of 310 miles, and the 2481 miles race on the "Monthly track for the French unlimited capacity Grand Prix will be an allowance of petrol and oil of a gross weight of 97 lb., which would work out at about 20 m.p.g.

But Why Arrive At Wrong Conclusions?

Whenever encouraging anything novel I do not see any necessity to make unintelligent attacks on something else not so novel but universally and longer exploited, especially if it is capable of further serving a desirable purpose. Thus the continued series of 1,500 c.c. engine car races under conditions that permit of the use of any amount of fuel, and of super-chargers, is condemned as "money no object racing" that achieves "dangerously high speeds," whatever they may be. For my part, I cannot see these Blue Riband races have yet resulted in the attainment of anything in the nature of dangerously high speeds, especially last year, when an entirely new series of cars was designed and built, and with which valuable lessons have been learnt already and more knowledge will be gained this year.

As for the element of danger, I think that for their speed and weight, these vehicles eliminate that element to a degree that no other form of racing experiment has ever attained. The lessons learnt concerning the distribution of weight, road adhesions, and so forth, are absolutely invaluable to any designer and builder who will utilise them for standard vehicle practice, including commercial varieties. Yet there is more to be learnt by this means.

Ordering The Sun To Stand Still

What are these complaints about the slipperiness of some of our roads? At least 90 per cent. of them are simply due to bad driving. The balance of them are entirely due to weight distribution that is faulty beyond the skill of the driver to counter.

Moreover, to state this year's limited fuel allowance races should guarantee the abandonment of any further use of super-chargers is merely to contend that the hand of motoring progress must be stopped. Anyone who has driven a super-charged standardised car will at once understand the value of it.

THE 1927 MOTOR CYCLE.

The various reports of the Olympia Show for Motor Cycles which arrived by the last mail enabled us to realise the general trend of motor cycle design.

Although there was a slight decrease in the number of manufacturers exhibiting—a total of 48 as compared with 51 at the last Show—there was an increase in the number of models.

At the recent Show there was 350 different models as compared with 304 last year. The general tendency is for the manufacturer of the machine to make his own engine instead of purchasing some well known make of engine. Indeed there seems to be a likelihood that the motor cycle of a few years hence will always be built throughout by the firm that gives its name to the machine.

That, of course, is only in keeping with the general tendency of all industries and especially those connected with engineering.

COMPULSORY INSURANCE.

A bill requiring every automobile owner in the state of Ohio to carry a personal liability policy of \$10,000 has been introduced in the Ohio legislature by Representative Joseph G. Erlich of Cleveland.

VEHICLE REGISTRATIONS.

Registration of motor vehicles in the United States reached a total of 22,330,000 in 1926, according to a compilation based on reports from the various states.

CARS TAKE MORE LIVES.

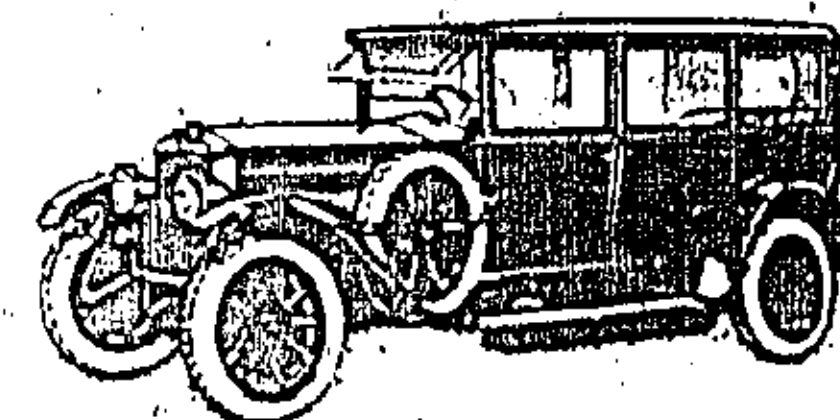
Deaths in Los Angeles county, California, caused by motor accidents in 1926 showed an increase of nearly 10 per cent. over the 1925 period. The death ratio increase, however, is slightly less than the increase in the number of registered motor vehicles.

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FOR EVERY CATEGORY OF SERVICE

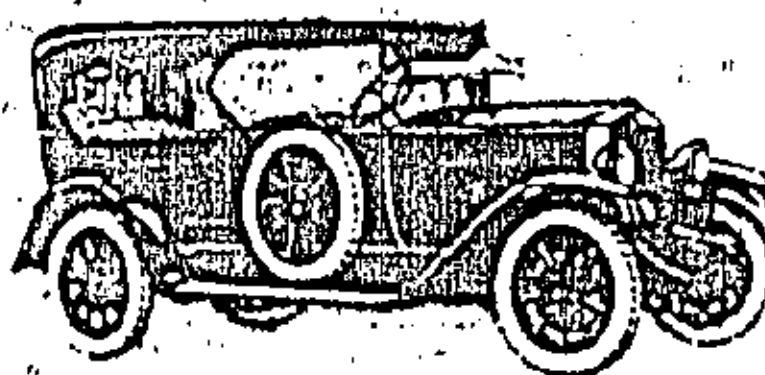
Deferred Plan of Payment
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Balance by arrangement.

Deferred Plan of Payment
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519. 40 H.P.

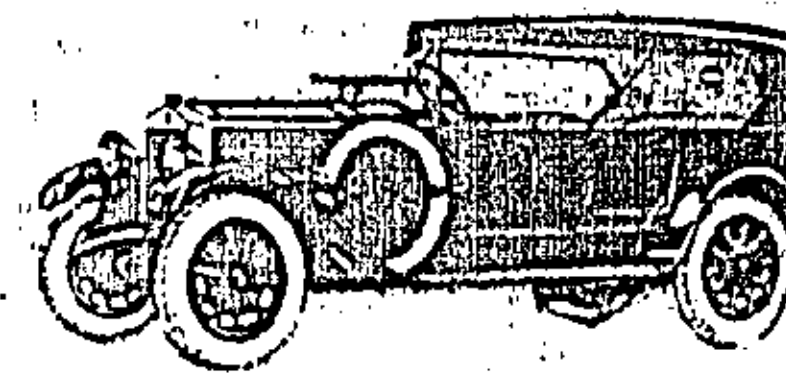
THE HIGH-CLASS CAR



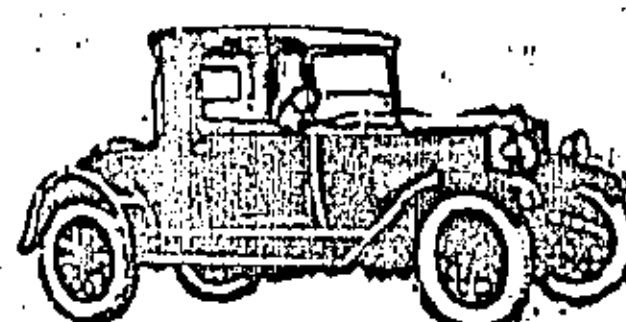
507. 15-20 H.P.

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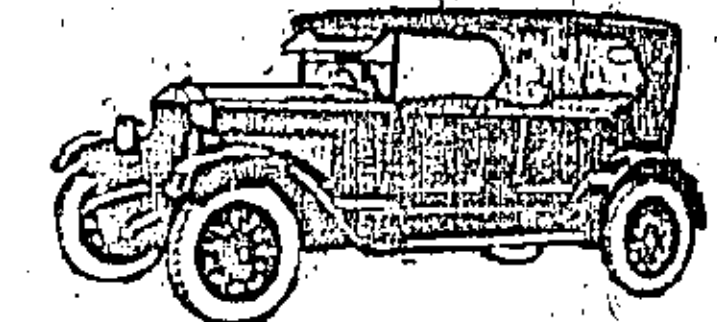
512. 20-30 H.P.



509. 9 H.P.

The Cars of
HIGH UTILITY

4/5 Seaters



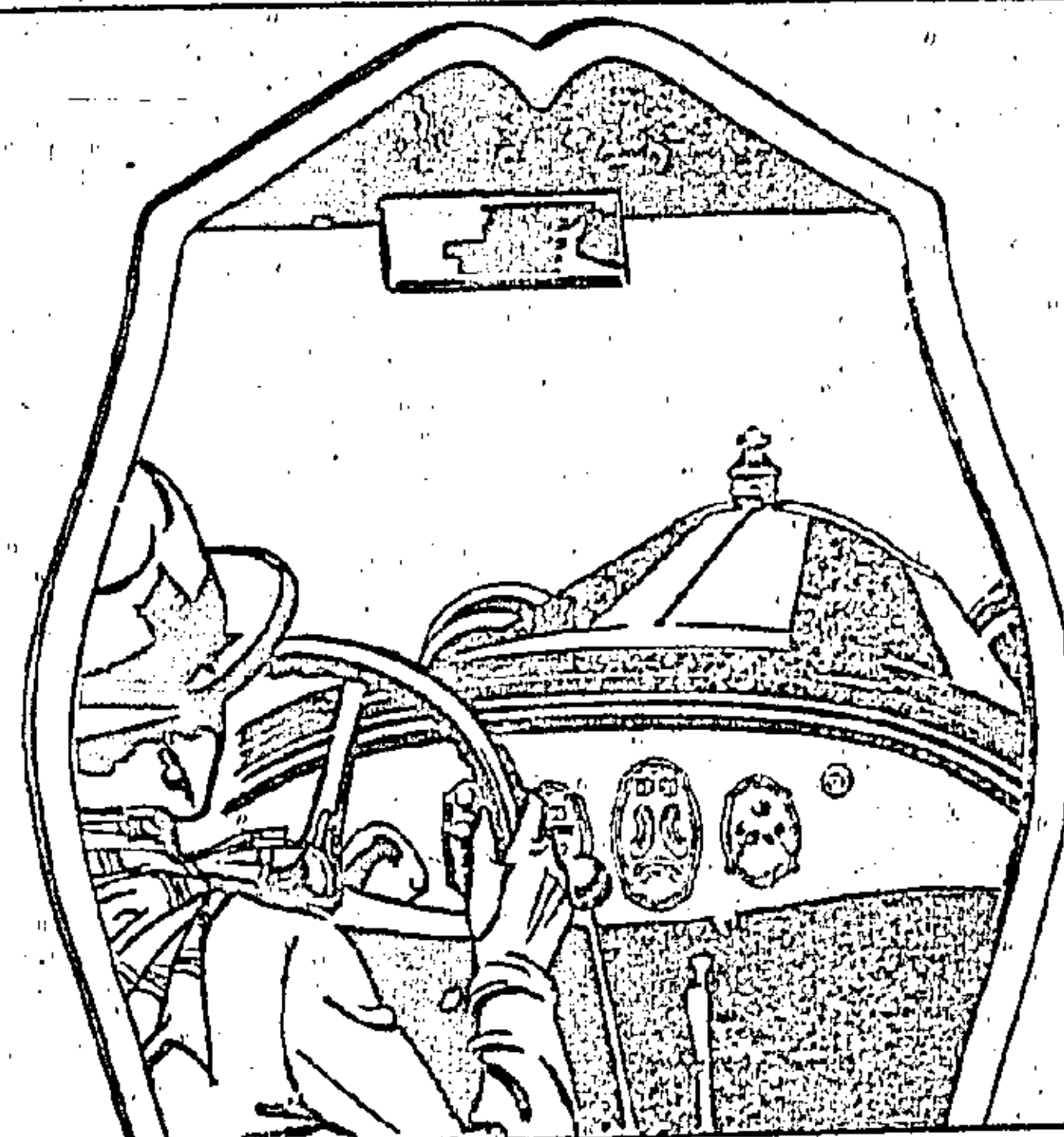
503. 12 H.P.

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Unless you live right "in the blue," you are within the "Territory" of a Morris Dealer.

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Thus you can be certain of

- (a) A progressive firm who knows that good service is good business;
- (b) Good stocks of spares;
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within reasonable distance, the moment you are a Morris Owner.

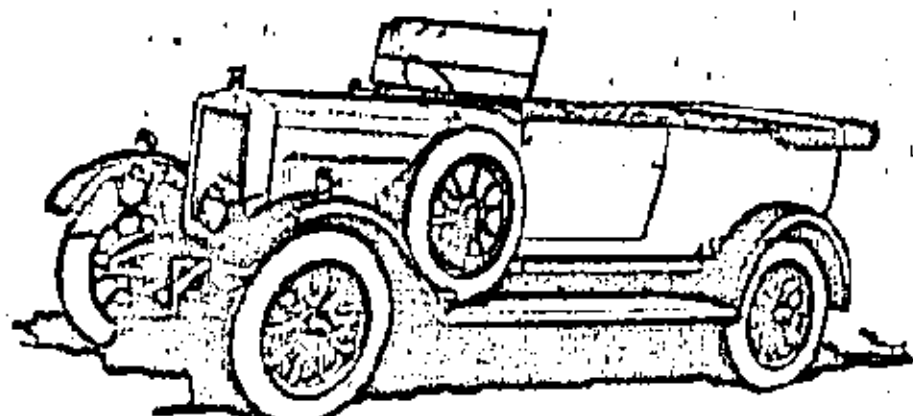
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
THE SHUTTERS FRONT.

In striving to realize summer running conditions for the engine in winter, this device is very helpful and fortunately can be applied to practically any existing car. When the shutters of such a front are closed the movement of cold air through the radiator is stopped, cooling by convection ceases and the loss of heat by radiation is also reduced, so that the engine warms up rapidly although not so fast as it does when a thermostatic valve is used instead of shutters. While a car is running, the shutters can be adjusted to such a partly open condition that the water will be kept at almost any desired temperature, within a wide range and when the engine is stopped the shutters can be closed thus greatly reducing the rate of cooling of the water and the engine, although in not so noticeable degree as does a quilted leather hood with front curtain. Numerous makes of shutter fronts, hand-adjusted from a control on the instrument board, are on the market at very reasonable prices and are readily installable by owners, the front being held in place on the radiator face by a few bolts threaded through air passages in the radiator core. With these manually operated shutters it is extremely desirable that a radiator thermometer be used as a guide in opening and closing the shutters. Contrary to a widespread belief the shutter front is useful not only in winter but during the balance of the year and when once installed, can usually be kept in place permanently. Automatic fronts, the shutters of which are opened and closed to maintain a constant predetermined water temperature, by the action of a vapour-thermostat exposed to heat from the radiator, are readily installed on all cars. They naturally cost more than hand-operated fronts, but they relieve the operator of all responsibility in regulating shutter position and forestall the effects of forgetfulness on his part, which may result in loss of alcohol from the cooling system or even more serious consequences of overheating.

ONE DIM HEADLIGHT.

Question:—One of the headlights of my car is brighter than the other. What causes this?

Answer: Unless the bulbs are not equally good this is caused by poor contacts in the circuit of the lamp which burns less brightly. Look for loose, dirty or corroded

connections at the following points: Where the circuit of the weak lamp takes its current from the lighted system. At the connector, which connects the car wiring with the lamp. At the socket of the dim lamp. At the connection (usually of flexible cord) within the lamp, which grounds the circuit to the lamp body. At the lamp bracket, which forms the connection between the lamp body and the frame. The lamp support may be loose in its clamp or the clamping surfaces may be rusty or dirty.

DAMPNESS AND TYRES.

Question:—What ill effect does dampness have upon pneumatic tyres?

Answer: The effect of dampness in deteriorating the rubber of tyres is rather slight. However, it is sufficient to make it advisable to select a dry cool place for tyres, which are to be kept in storage for a long time.

IS THIS TIMING RIGHT?

Question:—The timing chain of my engine jumped its sprockets and, as the timing marks could not be deciphered, my mechanic re-set it by his judgment since when, I have not been able to get a higher speed than 45 m.p.h. out of the car. The engine pulls well at all speeds attainable and ignition is set as far advanced as possible without causing knocking. Would this ongoing work as well as this, if the camshaft gear, were one notch out of time?

Answer: We cannot be sure about this, although we doubt if giving one tooth advance would produce better results. However, the camshaft gear of this engine has rather a large number of teeth, so that one tooth difference would not be noticeable as on some other engines. If you are in the mood to do a little experimenting you might find it worth while to try one tooth advance on the camshaft gear and see what results you get. Just remove the chain, turn the camshaft gear one tooth to the direction of its rotation and replace the chain. Your first test would show whether the change was beneficial or the reverse.

ENDURANCE TEST.

Ford Runs For 126 Hours.

Increased public interest in Ford products and increased sales of Ford cars were the gratifying results of a reliability run promoted by the Universal Motor Company, Ford dealer of Binghamton, New York.

COVERS THREE THOUSAND MILES.

The run was made by a Ford Roadster from the Universal Motor Company's showroom. The Roadster ran continuously for 126 hours, covering 3,703 miles, averaging 29.3 miles an hour, 176.3 miles to the quart of oil, and 26.2 miles to the gallon of gas. Like all recently manufactured Ford cars it was equipped with the standard vaporizer.

The reliability run, heralded by not a little press publicity, began at the Binghamton police station. The start was witnessed by several city officials as well as representatives of the Universal Motor Company.

TEN COMMUNITIES VISITED.

The roadster was equipped with a speedometer, which was sealed before the run began. The seal was not broken until the car pulled up at the same point six days later.

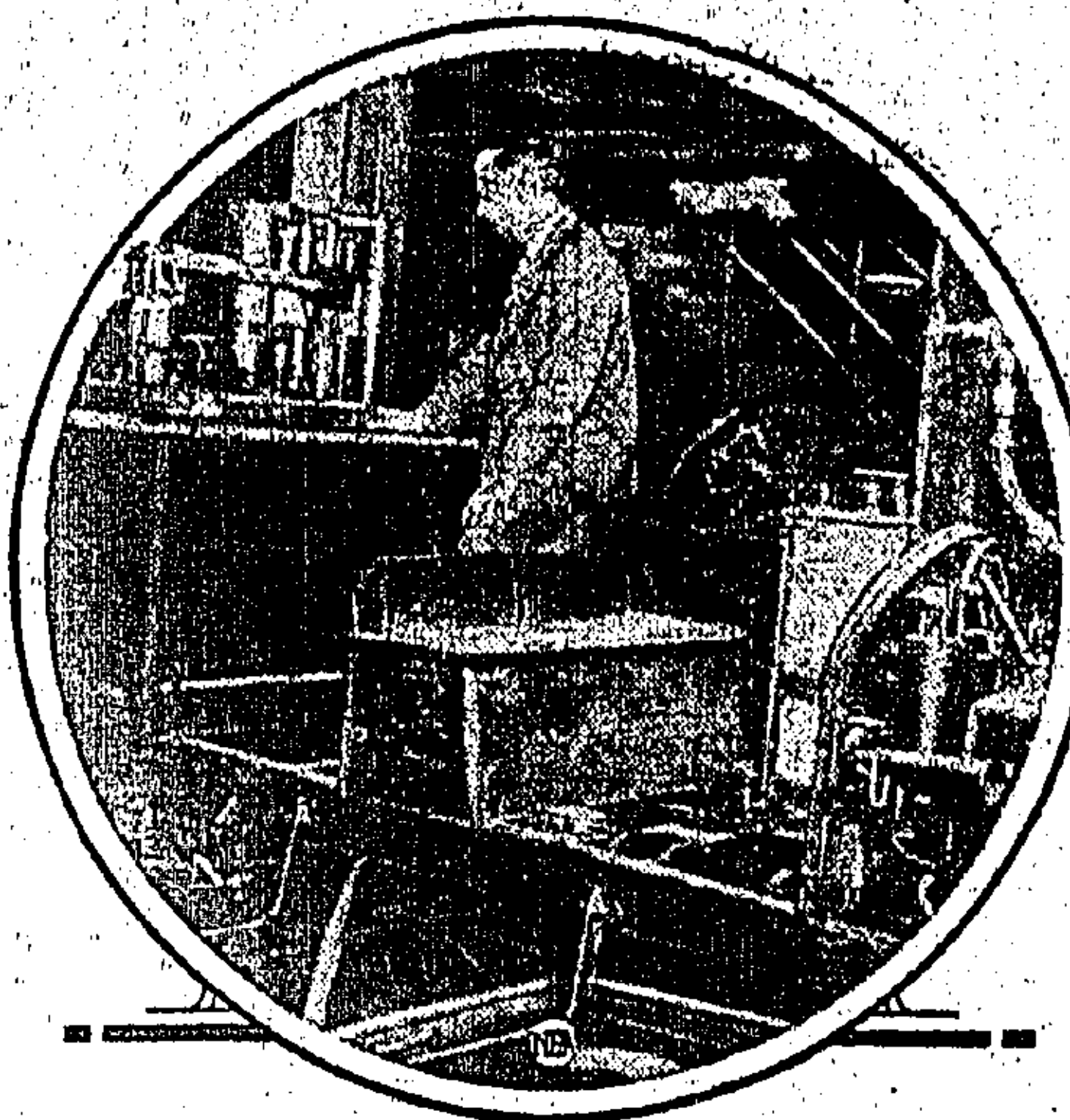
During the six-day continuous run, the Roadster was driven through Susquehanna, Harpersville, Port Crane, Owego, Dryden, Cortland, Marathon, and Whitney Point, returning to Binghamton from Whitney Point and Port Crane. The driver was accompanied by an observer at all times.

The endurance or economy run continues to justify itself as a means to more Ford sales.

NO GASOLINE TAX.

New York, Illinois, Massachusetts and New Jersey are the only states which have not adopted some form of gasoline tax but rely on their large automobile registration for highway funds.

TAKES BUMPS FOR COMFORT.



How hard and high does your car bump? Professor Morritt L. Fox of the engineering college, University of Iowa, has rigged up an automobile to run over a continual treadmill of bumps to decide this question. By attaching various shock absorbers to the machine, he determines the best way for the tired motorist to avoid being shaken up. A record of the automobile's bumping is pictured in jagged curves on the instrument similar to a seismograph which he was studying when this picture was taken.

LET 'EM RAVE.

The best of us may stall our motors in the midst of traffic. The worst of us may not be flustered by it.

But the general run of us are upset by this little accident. We lose our equilibrium. We mistake hand brake for control lever. We shove in the brake pedal instead of the clutch. We jerk and we sputter.

That's because we're not only embarrassed by the situation we've been thrown into, but we're in too much of a hurry to get out of it before we're noticed.

What makes matters worse is the banking of impatient motorists behind us. Drivers generally do lack patience and consideration at these times, just when they should show their thoughtfulness for others.

Let them honk. Let them rave. The thing for us to do is get settled, appraise our situation,

"HIGHWAY" WAS HIGH.

The world "highway" is said to come from the name of the old Roman road which was elevated as much as four feet above the surface to permit good drainage.

WATER TAXIS.

New York City will have motor boats acting as water taxis in the near future if the prediction of Walter P. Chrysler, auto manufacturer, is correct.

and in perfect calm start the motor properly. All this takes less time than it does to tell. Considerate motorists will wait for you. Others should be made to wait. Getting excited over a matter like this makes things worse than they really are.

THE MOTOR UNION INSURANCE CO. LTD.

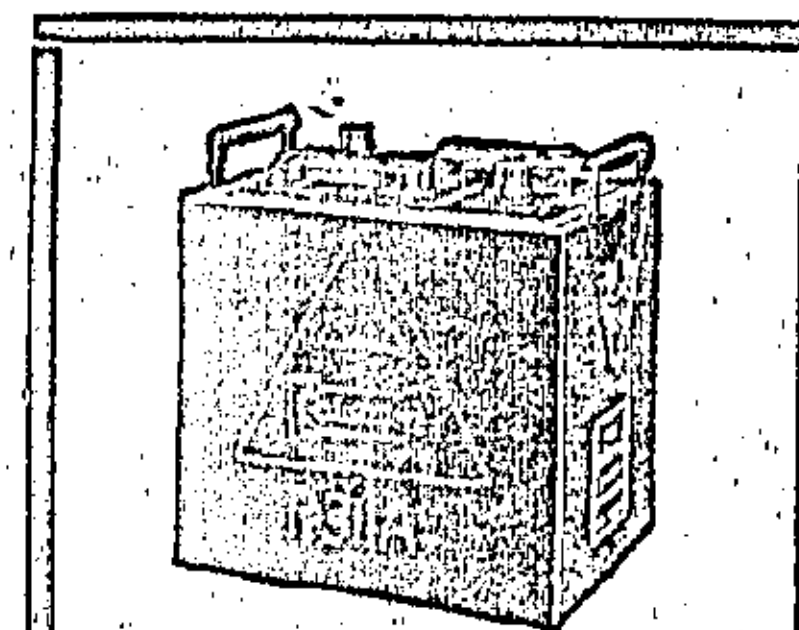
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DODGE BROTHERS PASSENGER CARS.

Roadster	...G\$1,100
Special Roadster	...1,150
Rumble Seat Sport Roadster	...1,250
Touring (5-passenger)	...1,125
Special Touring (5-passenger)	...1,175
The Sport Touring (5)	...1,210
Touring (7-passenger)	...1,320
Special Touring (7)	...1,370
Coupe	...1,285
Special Coupe	...1,335
Sedan	...1,385
Special Sedan	...1,385
The De Luxe Sedan	...1,515

GRAHAM BROTHERS COMMERCIAL CARS.

Chassis only (¾ ton)	...G\$ 925
Chassis and Cab complete	...1,055
Express Body Truck complete	...1,340
Canopy Body Truck complete	...1,365
Screen Side Canopy Truck	...1,380
Panel Side Canopy Truck	...1,390

GRAHAM BROTHERS 1-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	...G\$1,190
Chassis with cab seat	...1,255
Chassis with complete cab	...1,320
Express Body Truck complete	...1,515
Canopy Body Truck complete	...1,560
Stake Body Truck complete	...1,595

GRAHAM BROTHERS 1-1/2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	...G\$1,640
Chassis with Cab Seat	...1,700
Chassis with complete cab	...1,770
Express Body Truck complete	...2,020
Stake Body Truck complete	...2,080

GRAHAM BROTHERS 2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	...G\$1,760
Chassis with cab seat	...1,815
Chassis with complete cab	...1,895
Farm Body Truck complete	...2,200
Stake Body Truck complete	...2,200
Hydraulic Hoist Dump Body Truck complete	...2,560
1-1/2 cubic yard capacity	...2,560

ESSEX SUPER SIX MOTOR CARS.

Touring	...G\$1,200
Coach (2-door)	...1,250
Sedan (4-door)	...1,300

HUDSON SUPER SIX MOTOR CARS.

Touring (7-passenger)	...G\$1,600
Coach (5-passenger)	...1,950
Brougham (5-passenger)	...2,280
Sedan (5-passenger)	...2,440
Sedan (7-passenger)	...2,560

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 426):

Phaeton (5-passenger)	...G\$3,200
Roadster (Rumble seat)	...3,300
Sedan (5-passenger)	...3,350

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 433):

Touring (7-passenger)	...G\$3,410
Coupe (4-passenger)	...3,440
Club Sedan (5-passenger)	...3,480
Sedan (7-passenger)	...3,570
Sedan Limousine (7-passenger)	...3,670

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 336):

Phaeton (5-passenger)	...G\$4,400
Roadster (Rumble Seat)	...4,500
Sedan (5-passenger)	...5,500

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 343):

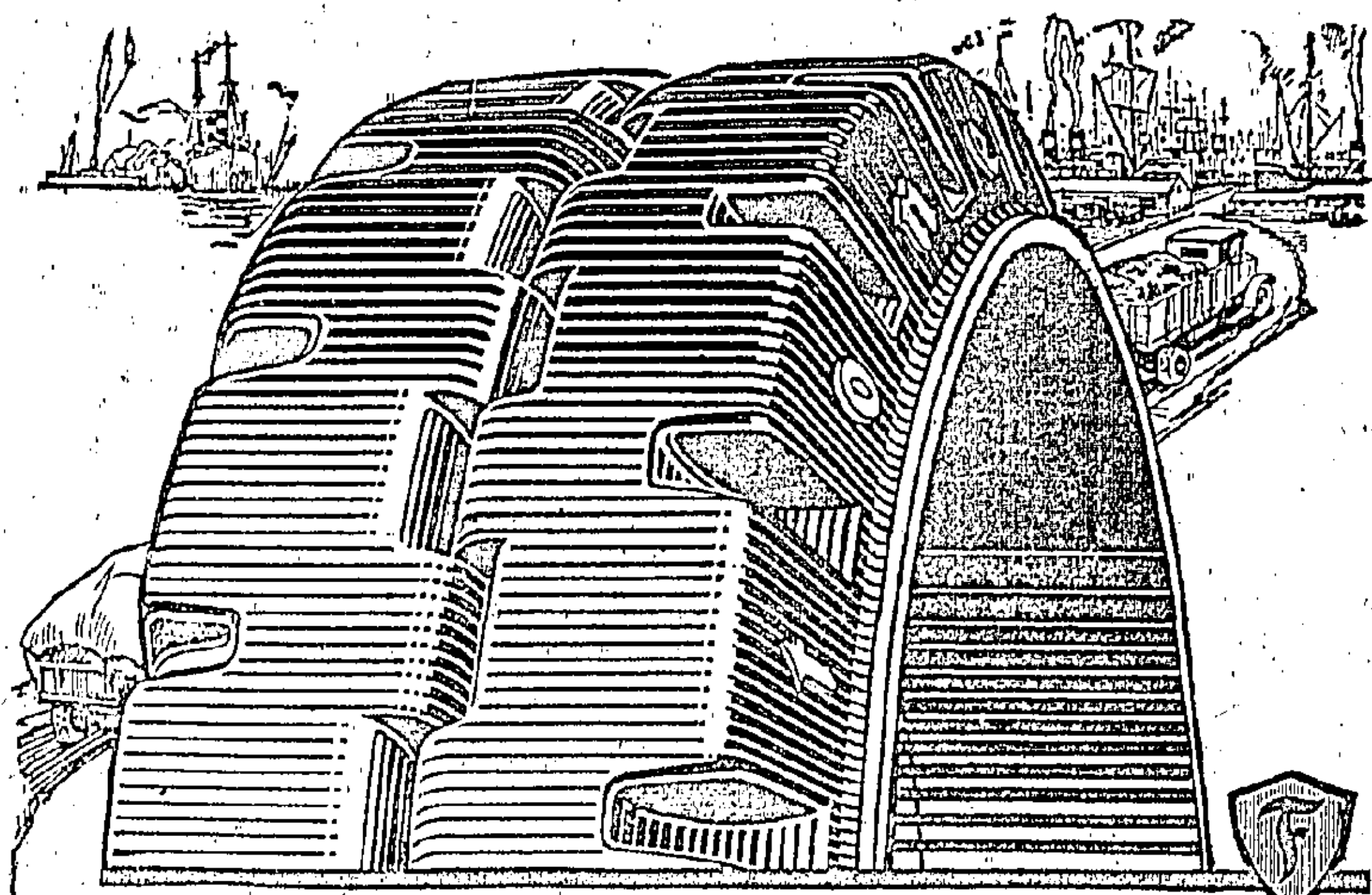
Touring (7-passenger)	...G\$4,650
Coupe (4-passenger)	...5,640
Club Sedan (5-passenger)	...5,780
Sedan (7-passenger)	...5,900
Sedan Limousine (7-passenger)	...6,000

The above prices are in U.S. Currency and are for delivery ex garage, Hongkong. All prices subject to change without notice.

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Double Traction



This powerful Firestone Double-Traction Tyre is an example of how Firestone engineers co-operate with lorry-builders to provide exactly the right tyre for every haulage need and condition.

Up grades, out of excavation, in mud and mire, the massive,

scientifically angled tread of this Double-Traction takes hold and keeps big lorries in action, cushioning the load and lorry and giving long, trouble-free mileage.

Operating costs can materially be reduced by consulting the Firestone Service Dealer.

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DOUBLE-TRACTION TYRES.
MADE WITHIN THE EMPIRE

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GAS POISONING.

Danger from Exhaust Fumes.

INTERESTING TESTS.

The American Gas Association is looking for a chemical that, introduced into gasoline as well as other gases, will give quick warning of the presence of deadly fumes.

In gasoline it's the carbon monoxide exhaust gas that has been causing so many sudden deaths of motorists, especially during cold weather. This gas is all the more dangerous in that it is colourless, odourless and tasteless, leaving its victim no opportunity to discover it or even to call for help when he is under its influence.

A chemical that could warn him of its presence, through making him sneeze or cry or cough, for example, would be a wonderful boon. Of course, it would have to be of a kind that would not impair the efficiency of the fuel or the motor.

Carbon monoxide combines with the hemoglobin, or red colouring matter of the blood, 300 times more easily than oxygen. Hemoglobin normally absorbs the oxygen of the air and carries it to the lungs and tissues for body development.

Oxygen, however, has little chance of entering the body with the least amount of carbon monoxide around.

By choking off the much-needed oxygen, this gas causes quick asphyxiation.

In a test at the Pittsburgh station of the U. S. bureau of mines, a dog was put in a closed garage where an automobile engine was kept idling. In 12 minutes the dog was unconscious and in 25 minutes it was dead.

This shows the importance of keeping the garage open when starting the car in any weather, and of keeping the car outside, even in extreme cold, if some work has to be done on it with the engine running.

Even warming up the engine before starting out in the morning is a dangerous job, unless the door is wide open. At this occupation, usually, the engine is speeded up a bit, the choke is used often and the amount of carbon monoxide in the exhaust is so much heavier that its poisonous effect might be noticed in half the time it is ordinarily effective.

When this gas is noticed, it may be too late. The fumes are

REAR SCREENS.

Standardisation Needed on Open Cars.

By Capt. E. de Normanville in *The Daily Chronicle*.

A woman reader complains about the non-standardised fitting of rear screens on open cars. Most motorists will agree that such a fitting, should be standardised.

Further on she complains of the jolting of the rear seat, and asks "Why should my chauffeur be given a seat which is far more comfortable than my own?"

That is a question of mechanics, and so long as the driver's seat is more or less midway between the front and rear wheels, and the rear seat is over the back wheels, so long will the former be more comfortable than the latter.

Possibly the difference in comfort is not always recognised, as one frequently sees an owner in the rear seat, while there is accommodation by the side of the chauffeur.

POPULAR BRITISH CAR.

Finding myself in Wolverhampton yesterday I paid my respects to the Clyno factories, and was delighted to note how very active they are.

Few cars can have enjoyed the speedy rise to popularity which has characterised the development of this excellent British car.

During last year the floor space of the factories was increased by 250,000 square feet, and the fact that the works now cover six times the ground they occupied in 1923 tells its own story.

so insidious that the victim will suddenly collapse and become entirely helpless. He may be conscious of his condition for a time, yet he may be entirely unable to escape or call for help.

Symptoms of carbon monoxide poisoning usually come in the following order:

Yawning, sleepiness, weariness. Then a strained feeling across the forehead. Then a frontal headache, at first dull and intermittent, later more severe and continuous. Next a headache at the base and back of the skull. At the same time there is dizziness, nausea and lassitude or physical and mental debility.

By that time the victim is fairly well gone toward actual poisoning.

IN NEW ZEALAND.

The following is a list of the car sales in New Zealand from January to September, 1926—Ford 4,066, Chevrolet 1,009, Dodge 883, Chrysler 749, Buick 676, Essex 534, Morris 525, Rugby 746, Overland 449, Studebaker 418, Hudson 352, Austin 285, Fiat 273, Hupmobile 242, Willys-Knight 219, Oldsmobile 176, Nash 169, Oakland 165, Rover 123, Standard 107, Citroen 91, Jowett 81, Armstrong Siddeley 61, Clyno 54, Crossley 50, Cadillac 49, Pontiac 37, Singer 36, Chandler 34, Packard 31, Humber 30, Ansaldo 29, Gray 28, Bean 28, Wolseley 27, Flint 24, Vello 23, Sunbeam 20, Reo 17, Rollin 16, Talbot 15, Maxwell 13, Durant 6, Darracq 6, Hillman 4, others 557; total 13,257.

MOTOR TAXATION.

At a meeting of the London County Council Mr. J. D. Gilbert asked the chairman of the Finance Committee if he could state approximately what amounts had been contributed by the County of London for motor taxation for each of the last three years, and also the approximate total sums for road widenings, improvements, and remaking of roads in the County of London granted by the Ministry of Transport from the Road Fund for each of the last three years.

In reply, Mr. J. M. Gatti said that the contributions amounted to £1,984,730 in 1924, £2,189,900 in 1925, and £2,406,335 in 1926; and grants to £466,638 in 1924, £453,007 in 1925, and £502,262 in 1926. These figures were only approximate.

CAR CAPACITY.

There is room for a further 255,000 motor-cars in Britain before saturation point is reached.

This is the view of the Motor Industry of Great Britain, the first issue of an annual publication by the Society of Motor Manufacturers and Traders, Limited. At present the "consumption" of cars is 580,000, and the estimate of 255,000 more cars is based on the incomes of the people. This number could be increased if cars were cheaper and trade were better.

In 1911 there were 47,000 cars—25,000 commercial vehicles and 22,918 hackney carriages. In 1925 there were 580,000—232,000 commercial and 348,000 carriages.

In 1907, when the total production of cars and commercial vehicles was 12,000, there were about 54,000 persons employed in their manufacture.

Last year the production was 153,000 cars, and the employment figure, was 250,000.

The annual wages bill has risen from £7,500,000 before the war to £40,000,000 at present.

One remarkable fact which the review of the industry shows is that although engineering materials cost from 30 to 50 per cent. more than before the war, the prices of the efficient modern cars are considerably less now than in 1914.

Thousands of motorists on the road to-day, says a police superintendent, "are not fit to have charge of perambulators." As the average baby is much more difficult to manage than the worst car, this is not surprising.

A movement has been started in Portugal by the Press and by representatives of the Army to open a national subscription to pay the war debt to Great Britain.

REFILLING RADIATOR.

Since the denatured alcohol used as an anti-freeze solution for automobile radiators evaporates about three times as quickly as water, a solution of three parts alcohol and one part water is generally used when the solution in the radiator goes below the level mark.

TRUCK REFRIGERATION.

Refrigeration on trucks may soon play as important a part in automotive transportation as it has for years on railroads. Experiments in furnishing trucks with refrigeration conducted by officials of General Motors Corporation have proved successful.

27 Improvements Make the

Ford

the Car for you to Buy

1. All steel bodies, which have the advantage of greater strength, lightness and durability.
2. Larger, heavier crown fenders and running boards of pleasing design.
3. Chassis frame lowered 1½ inches.
4. Metal coil box more conveniently located and improved so that rain does not affect starting.
5. Fan raised to add cooling efficiency and equipped with easily adjusted belt tightness.
6. Crankcase strengthened to prevent vibration and oil leaks.
7. Transmission cover reinforced with two bolts to cylinder block.
8. Hand brake drums increased in size and brake shoes lined with asbestos composition.
9. Larger service brakes.
10. Brake and clutch pedals farther apart with wider surfaces.
11. Five-to-one steering gear reduction to accommodate balloon tires.
12. Larger steering wheel—seventeen inches.
13. Head lamps solidly supported with cross bar.
14. Balloons on all models in place of the ordinary tires.
15. Lower, longer bodies.
16. All models finished in a choice of attractive colors.
17. One piece windshield in Coupe and Tudor Sedan.
18. Side curtains on Touring and Runabout open with all doors.
19. Two doors on Roadster and four on Touring.
20. Self starter standard equipment on all cars.
21. Improved rotary window lifters.
22. Steering column lowered.
23. Greater visibility in closed car because of narrow front pillars.
24. Improved sun visor.
25. Wire wheels as standard equipment on all closed cars.
26. All cars now finished with new process pyroloxin lacquer.
27. And last but not least, the new vaporizer, now standard equipment on all Ford Cars. This wonderful device preheats all gas before it reaches the combustion chamber. By actual tests, it increases the gas mileage 3 to 4 miles per American gallon; permits throttling your motor down to walking speed and rapid, smooth acceleration from low to high speed without effort.

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Prest-O-Lite

Batteries designed for your car—Stocks Carried for your convenience.

				The		<i>Prest-O-Lite</i>		REPLACEMENT	
		BATTERY		for your car		DIMENSIONS		GROUP	
		TYPE		CASE		IN INCHES		PRICE EACH	
						L. W. H.			
6	15	63 MR	RUBBER	4 1/2 X 3 1/2	6 1/2	\$17			CYC
6	20	611 RHK	DO	4 1/2 X 3 1/2	6 1/2	\$18			
6	25	A-613 JF	DO			\$15			
6	30	A-611 SH	RUBBER	4 1/2 X 3 1/2	6 1/2	\$20		1	5
6	35	A-615 JF	DO	4 1/2 X 3 1/2	6 1/2	\$20			
6	40	A-613 SH	DO	4 1/2 X 3 1/2	6 1/2	\$20			
6	45	A-615 SH	DO	4 1/2 X 3 1/2	6 1/2	\$20			
6	50	615 RH-2	RUBBER	4 1/2 X 3 1/2	6 1/2	\$20			CAD
6	55	A-617 SH	DO	4 1/2 X 3 1/2	6 1/2	\$22		7	6
6	60	A-127 SH	WOOD	4 1/2 X 3 1/2	6 1/2	\$20			
12	67	1211 AHS	DO	4 1/2 X 3 1/2	6 1/2	\$25			M/C
12	92	1211 SHK	DO	4 1/2 X 3 1/2	6 1/2	\$25			

GROUP No.

Prest-O-Lite

1. Studebaker Light & Std Sixes, Bonnor, Nash, Gardner, &c.
2. Studebaker Big & Spec. Sixes, Reo, Pierce-Arrow, Packard 6, Chrysler &c.
3. Case, Cole, Cunningham, Franklin, G.M.T., Oldsmobile, &c.
4. Auburn 4, Buick Std, Chevrolet Cleveland, Essex, Ford, Overland, &c.
5. Auburn 6, Buick M, Chandler, Hudson, Jordan 8, Oakland, Tom, &c.
6. Hupmobile, Marmon, Packard 8, Paige, K&V-Knight, Willys Knight, &c.
7. Dodge, Gardner 8, Graham Bros Truck, Franklin 22, &c.
12. Loconobile, Mack Truck, Stearns, Rells & White
- Old Special Cadillac Battery
- Cyc Motor Cycle Battery—Harley Davidson, Indian, Henderson, &c.
- M/C MORRIS replacement Battery.

Prest-O-Lite

HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

25, Queen's Road Central

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NEW MODEL.

The Long Eighteen
Armstrong Siddeley.

A new 6-cylinder motor carriage specially designed for those who appreciate a high degree of quality refinement and comfort has been introduced recently by Armstrong-Siddeley Motors, Ltd., of Coventry, under the name of "The Long Eighteen."

While the design generally follows Armstrong-Siddeley practice, the carrying capacity of this new model has been materially increased by the enlargement of the track to 4 ft. 8 in., an increase of the wheel base to 10 ft. 9 in., when compared with the old Standard Eighteen.

The result is that the closed models accommodate six or seven people in comfort. There is ample head, leg and elbow room in the rear compartment, ease of access to any seat through four wide doors, and splendid wide angle views through extensive windows.

The appearance of the closed carriages has been greatly en-

hanced by the doming of the roof and rear panelling, the contours of which conform to all that is latest and best in high-class carriage work.

The chassis incorporates the same 6-cylinder overhead valve engine that is used on the Eighteen (Short) model, a car that has made a great name for itself this season. The transmission employs unit construction for the 3-speed, centrally controlled gear-box, torque tube and spiral bevel driven axle, while the suspension relies on gaitered semi-elliptics in front and gaitered adjustable cantilevers at the rear. The braking system is new, and should prove to be one of the most powerful and durable designs that has been produced up to the present, owing to the fact that the drums measure over 17 in. in diameter, and that altogether six pairs of shoes are employed, a pedal controlling the brakes on all four wheels, and a centrally placed hand lever, a separate pair of shoes within the rear drums.

From these remarks it will be seen that this enterprising concern covers the 18 h.p. market fairly completely with its Eighteen (Short) and Long Eighteen models.

B. S. A.

1927 MODEL
O.H.V. 3.49 H.P.
MOTOR CYCLES

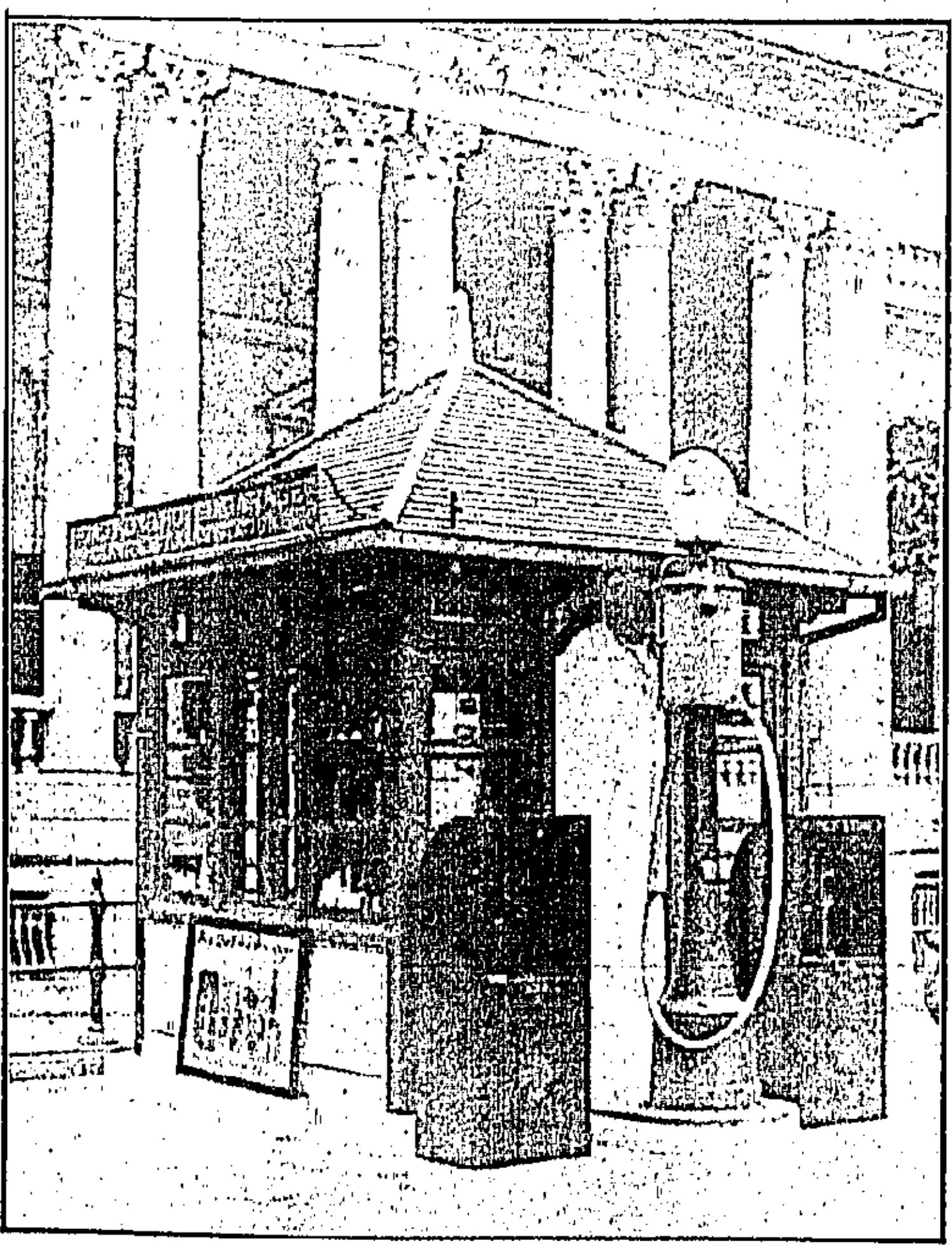
NOW ON HAND

A REMARKABLE
ADVANCEMENT
IN B.S.A. RANGE

THE SINCERE CO., LTD.

SOLE AGENTS

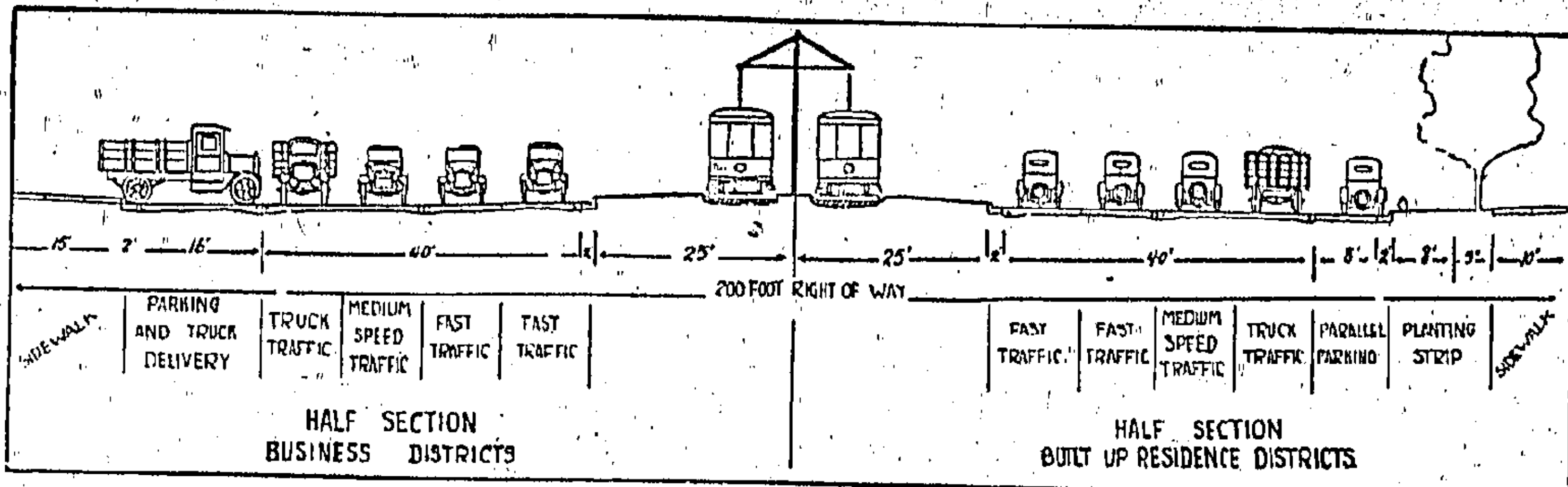
MOTOR SPIRIT SHELL MOTOR OILS



CENTRAL FILLING STATION
OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

AMERICAN ENGINEER DESIGNS SUPER-HIGHWAY.



This is a diagram of a new type super-highway, designed by Mr. R. E. Toms of Montgomery, Ala., and providing for its construction and development in a 200-foot right-of-way, by the addition of 20-foot strips.

Super-highways, which will grow with the increase of automobiles and of population, are the promised answers to the harassed motorist's prayers.

Engineers attending the American Road Builders' Association sessions in Chicago made that promise. As proof of their faith in the future they paid a \$1,000 prize to R. E. Toms of Montgomery, Ala., for submitting the best super-highway plan in a recent contest they conducted.

Toms' plans aim at construction of a single traffic unit of 20 feet on one side of the centre of a contemplated right-of-way,

leaving room enough at the centre if need be for an interurban or street car track.

The right-of-way is to be 200 feet wide, leaving room not only for a double car track, but for four 20-foot units, two on either side of the tracks, and additional widths for parking, trucking and deliveries.

FOR FUTURE DEVELOPMENT. The super-highway plans, besides, contemplate two stages of development, giving them considerable elasticity. One stage is for closely built up sections. The other is for thinly populated districts.

Probably the first enactment of

the super-highway idea will come within the next year in the immediate environs connecting DuPage, Kane and Cook counties, Illinois, in the latter of which Chicago is situated.

Some \$25,000,000 is considered necessary to convert present type roadways into the wonderfully accommodating super-highway type as traffic conditions demand without halting passage over the original units.

SPACE FOR PARKING.

In the prize-winning super-highway plan the entire width between the curb and gutter will be paved and the sidewalks will be extended to 15 feet. This will

provide a paved width of 174 feet for diagonal parking and for truck delivery.

Highway grade separation will be accomplished at points where the volume of cross traffic would endanger the traffic on the super-highway or materially reduce its carrying load.

Experts differ in regard to the carrying capacity of the two separated roadways which will form the super-highway. But practically all opinion is unanimous in agreement that two separate units for opposite bound traffic are better than a single traffic path equal to the width of the two lanes.

SIX-WHEELERS.

The Transport Problem
in Africa.

There is no doubt that a new and most important field is opening out to British manufacturers in the production of vehicles suitable for transportation over primitive tracks.

This vast land is in great need of more transport facilities, for at the present time there is on an average only one mile of railway for every 350 square miles of country.

In the building of roads and railways large capital resources are required, and the requisite labour is not always available. The alternative is in some form of transport which requires the least possible preliminary work, which will haul as well as carry, and which will improve rather than damage the surfaces travelled over.

This problem—the solution of which will make the economic development of the Dark Continent practicable—is being solved in a most successful manner by the latest type of commercial motor vehicle built—the Rigid 6-Wheeler.

Karrier Motors Ltd., of Huddersfield, who are the accepted British pioneers of this mode of transport, have on the market a commercial model which is designed to carry a load of 50 cwt. over the most impossible tracks.

The Karrier rigid 6-wheeler is a machine of extraordinary character, which climbs over rough and broken country with every axle at a different angle, runs on acutely sloping banks, climbs and descends hills with gradients as stiff as 1 in 4, and travels along the level at a good touring speed.

This model, known as the "CY6" has a distinct advantage over the ordinary roadless or semi-chain track machine in as much as it is suitable for rough cross country work and equally for the maintenance of quite considerable speeds on ordinary roads. The mechanism is such that its three axles have each great relative freedom of movement, the four driving wheels continuing to do their share of the work however bad the conditions of road surface are.

A powerful 30-48 h.p. engine is fitted which gives extremely steady running, and the eight forward and two reverse gears fitted provide a range of speeds suited to every condition.

The vehicle is equipped with single pneumatic tyres all round, and the four driving wheels are each fitted with pneumatic pressure brakes.

Already a number of these commercial 6-wheelers have been supplied to the British War Office, the Sudan Government, the South African Railways, Indian Transport Co., Turkish Petroleum Co., and their undoubted merit deserves the utmost attention from all concerned with the full development of Africa's resources.

MARINE ENGINES.

The Smallest 6-Cylinder
Paraffin Motor.

Economic considerations have ever directed the efforts of engineers towards the necessity of utilising the cheaper forms of fuel. Constant experiment and the surmounting of almost insuperable difficulties have brought about wondrous changes in the past twenty-five years, as instance by the remarkable advance of the motor engine. The problem is not only the mere utilisation of cheaper fuel, which means inferior fuel, but also that there must be no loss of efficiency in consequence. One of the most notable achievements recently recorded is the application of cheap paraffin (kerosene) fuel for use in a modern high efficiency 6-cylinder marine motor by the Ailsa Craig Motor Co., Ltd., of Chiswick, London. The engine, a 16-20 h.p. unit, is not only the smallest 6-cylinder marine motor, at any rate of British origin, but for the number of cylinders specified it is the smallest of its type designed to run on paraffin or petrol, as may be desired. The advantage of being able to employ the cheaper fuel will be readily appreciated, especially in those countries where paraffin is a common domestic commodity. There is, however, an enhanced value when, as in the case of the Ailsa Craig Kid Six, this cheap fuel will give results which are equally efficient as when the most refined petrol is used. It is the opinion of those best competent to judge that this fresh step forward not only opens up numerous opportunities for the employment of low-powered 6-cylinder units, with all the advantages of smooth, vibrationless running and improved flexibility, but is also a credit to the enterprise of British engineering.

ASSAULT ON
MOTORIST.Hard Labour For
Assailant.

At Long Eaton the Automobile Association has just successfully prosecuted an omnibus passenger who assaulted the driver of a motor car which had collided with the omnibus.

The evidence showed that the collision occurred at a road junction near Sawley, and that subsequently the defendant got out of the omnibus, and without any provocation, struck the car driver in the face, causing serious injuries.

The name of the assailant was not known at the time, and although the Birmingham C.I.D. had only the man's nickname as a clue, they succeeded in tracing him.

The Automobile Association then instructed its Nottingham Solicitors to prosecute, and the Bench sentenced the defendant to two months hard labour without the option of a fine.

"V" TYPE ENGINES.

History Repeats Itself.

The old saying that there is nothing quite new under the sun applies perhaps more forcibly to the mechanical side of engineering than to any other form of activity. Apropos of the wonderful 12-cylinder Daimler engine exhibited at the last Olympia Motor Show, it is remarkable how history has repeated itself. Away back in 1903 at the old Putney Motor Works, that well-known firm of marine engineers, the Ailsa Craig Motor Co., Ltd., of Chiswick, London, built a motor of 150 h.p., which it is believed was not only one of the very first 12-cylinder motor engines to be recorded, but the first with the cylinders arranged in V-design with six cylinders per side. This engine created at the time as much stir in the Press as its modern example, and it is recorded in the *Morning Post*, of Friday, May 24th, 1904, that it was designed for one of the boats to compete in the International Cross Channel Race of that year and that it was

TOURISTS ARE
LIBERAL.

United States auto tourists to Canada last year left nearly \$200,000,000 in that country, according to a careful estimate made by A. W. Campbell, Dominion Commissioner of highways.

The owner's intention thereafter to have it fitted in a motor car. As a matter of fact, the engine was sent out to Hongkong in 1907, where it was put in a launch which was eventually commandeered by the Admiralty in 1914 and used throughout the war for naval purposes. Pioneers always, the Ailsa Craig Motor Co. are responsible in present times for the introduction of the modern overhead valve marine motor for ordinary everyday use in pleasure and commercial craft. It is the accumulated experience of over thirty-five years embodied in these engines that has made them so universally popular and has done so much for the advancement of the motor engine for marine purposes.

BRITISH CARS
OVERSEAS.Official Delegation's
Tour of Investigation.

By Capt. E. de Normanville
in *The Daily Chronicle*.

A further step in the development of the overseas market for British motor products has been decided upon. An official delegation is going to visit Australasia and South Africa.

It will leave early in March and return about the end of August. The members are Major Sir A. Boyd Carpenter, the M.P. for Coventry, Mr. Alan R. Fenn, and Lieut.-Col. A. Hacking, D.S.O., the secretary of the Society of Motor Manufacturers and Traders, Ltd.

The idea was put forward by the representatives of the Dominions and Colonies during their visit for the Imperial Trade Conference recently, which afforded an opportunity for frank discussions upon questions involved in the development of our export motor trade.

The British motor industry feels that the evil influence of the war and postwar period is now removed, and that the time is opportune for exploring the possibilities of further development.

INCREASED EXPORTS.

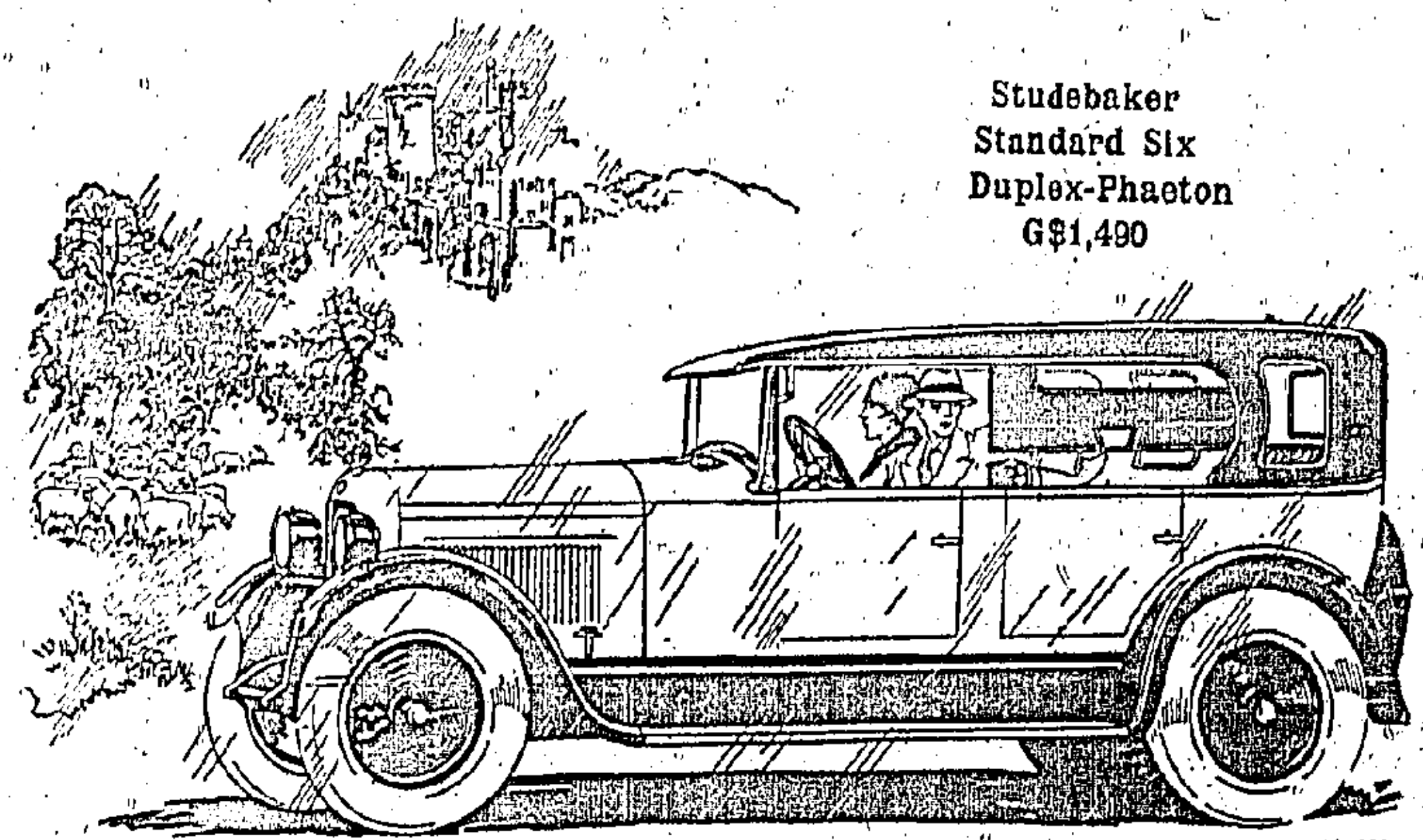
A few statistics will show how real has been the progress of the export trade during the past three years. In 1923 we exported 6,259 cars or chassis. In 1926 the number had increased five-fold, to 33,237.

The delegation is to visit every state in Australia, and will thoroughly investigate the conditions in New Zealand and South Africa.

Any communication affecting the delegation should be addressed to the Secretary, British Manufacturers' Section, The S. M. and T. 83, Pall-mall London, S.W.1.

HORN BLOWING
MENACE.

The Automobile Club of Philadelphia is at the back of a movement to suppress unnecessary horn-blowing and whistle-tootling both by day and at night, and as the result of their efforts, signs appear upon the rear windows of cars in big black letters bearing this blunt command: "Shut Up." It is directed to the fool drivers who, when held up, momentarily in traffic, raise a terrific chorus of discordant brays.



Open Car Freedom with Closed Car Protection

THE Studebaker Standard Six Duplex-Phaeton offers you the utmost convenience in car design, for it assures you all the protection of a closed car for stormy weather. At the first drop of rain, roller side enclosures can be lowered instantly from the top where they are concealed. Moisture cannot reach you, and it is only a matter of raising the curtains again to open the car wide to the sunshine.

STANDARD SIX	
Deluxe Sedan	£1,710
Sport Roadster	1,485
Deluxe Victoria	1,400
Tourer	1,550
Berline	1,780

BIG SIX

Duplex Phaeton	£1,765
President Sedan	2,675
Deluxe Brougham	2,030
Tourer	2,220
Berline	2,765

The Standard Six Duplex-Phaeton is mounted on the rugged Studebaker L-head motor, famed for its 100,000 mile service.

One-Point facilities enable this luxurious and convenient car to be sold at a far lower price than would otherwise be possible.

We invite you to ride in the Duplex-Phaeton and judge its many advantages for yourself.

THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)

Car Sales and Phone Accessories / C. 4759 Service and Parts / C. 4602

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BUILDERS OF QUALITY VEHICLES FOR 31 YEARS

CORRESPONDENCE.

A Kowloon Danger.

Sir.—I am very glad to notice that in the motor supplement of the Hongkong Telegraph published on February 19th you drew attention to the slippery state of the main Kowloon roads, which carry a constant stream of buses and a number of taxis, in addition to private cars. If I remember rightly, you have very properly ventilated this question before, but seeing that no improvement has been effected, I am writing to give you a concrete instance of the extreme danger to which motor cyclists are exposed, through the quantities of oil deposited on the roads, obviously by the Ford buses and taxis.

On Monday evening I was riding my motor cycle at about eight miles an hour from the ferry to Nathan Road, and when by the Y. M. C. A. my machine slipped away from me, throwing myself and a lady pillion passenger to the ground, but we luckily sustained no injury. On regaining my feet I slipped again. I endeavoured to raise my machine but the road was so greasy that the wheels would not grip and I was unable to take the weight of the cycle and keep my feet at the same time. As it happened another gentleman, who left the ferry about a minute before me, came to my assistance and told me he had skidded likewise, and added some pungent remarks with which I heartily agreed. The only safe way I could move my machine was to skid it into the kerb of the footpath where there was no oil. That however is only the first part, a second and greater danger being forced to my notice almost immediately.

While I was standing by the kerb examining my machine, a Ford bus came past and skidded dangerously for many yards along the greasy stretch. This was followed by a taxi which did likewise. Having regard to the stability of Kowloon's old public vehicles, I shudder to think what

might have happened had one overturned, an accident which might easily have occurred. A friend of mine, who proceeded me by half an hour, later told me he was about to pass a bus at that particular spot, but the bus zigzagged in such a dangerous manner, that he was unable to do so.

The road at this spot was so greasy that it was possible to slide on it, and the reason was obvious, large quantities of oil mixed with slight rain, that had fallen.

This is the most dangerous example of greasy road dangers which has come to my notice during my sixteen months motor cycling experience in Kowloon, and if this instance does not help the responsible authorities to make up their minds that this danger has got to be stopped, and stopped immediately, then surely a fatality will occur which will bring them to their senses with a shock. Many patches of oil are left in many places and in the dark it is impossible to see them as they are dark, the same colour as the road. It is nice to think of either passing or overtaking a vehicle, hitting a patch of oil and skidding under the wheels.

I am sure, my humble prayer, is supported whole heartedly by fellow motor cyclists, which is that if it is impossible to prevent leaking oil, vehicles should be handed a red number plate and kept off the roads.

I hope other cyclists will see fit to take up the cudgels on this question and come forward with their views. They should assist materially in giving motor cyclists safe roads to ride on in Kowloon.

Yours etc.
Safety First.

VAST MOTOR GROWTH.

Automobile registrations will be doubled in most counties abroad within the next three years, according to predictions made at the close of the Third World Motor Transport Congress.

HISTORY OF MOTORING FILMED.

Adventures With Aged Cars.

A new British film, almost completed, consists of a history of the motor-car. At present it bears the title "The Romance of Motoring," and it describes in some humorous fashion every stage in the development of traction brought about by the internal combustion engine. The producers have been given facilities by everyone who owns old-fashioned models. An aged vehicle in the South Kensington Museum was taken out of its show-place, and an attempt was made to start it. The task, however, proved impossible, and the camera man had to be content with rotating the machinery and wheels by hand, in order to show the working of the car.

He was more lucky elsewhere. Lord Montagu of Beaulieu has a 1900 model, and this responded nobly to the suggestion that it should show its senile paces. Every stage of motoring will be illustrated from the day when it was obligatory to have a guard walking in front with a red flag to warn the public, down to the latest attempts, at Brooklands and elsewhere, to break world-records.

The film, which is being produced by Motion Picture Service, will be kept free from advertising matter.

UNITED STATES' ROADS.

There are about 3,000,000 miles of roads in the United States, according to recent estimates.

LICENCE FEES.

Michigan collected \$15,745,859 in license fees during 1926 and registered a total of 1,139,654 motor vehicles.

THE SMALL CAR.

No U.S. Production.

BY ISRAEL KLEIN.

Detroit, Jan. 29th.—Despite the engineering efforts put into the designing of a real small car for America of the kind widely known in Europe, little will be done toward producing such a car here.

That's at least for the present and the near future, in the opinion of Fabio Sergardi of the Rco Motor Car Co.

Sergardi revealed his attitude on small cars to the engineers convened here at the annual sessions of the Society of Automotive Engineers, and started a discussion that proved the keen interest of these men in this type of automobile.

The small car—the real small car of European type—is no stranger to Sergardi. In fact, he's designer of one which he says would "put a Ford almost in the Rolls-Royce class," in the matter of price at least. It may never see the light in this country, however.

The reason for this is the basis of a difference of opinion among automotive engineers and manufacturers as to the practicability of small cars in this country.

BETTER AND CHEAPER.

Sergardi's small car, which he built about two years ago for one of the largest auto makers in the country, is lighter and cheaper than the average small car of Europe, yet is faster, more powerful and more economical.

This was a two-passenger car, the open type weighing 750 pounds, and the closed car weighing 1,000 pounds. In comparison, the Ford roadster weighs 1,655 pounds.

"The motor developed 13 horsepower," Sergardi explains, "and the speed of the car was about 50 miles an hour. The consumption of gasoline was from 50 to 54 miles per gallon. The wheelbase was 76 inches and the tread 46 inches.

"This car had more leg room than any car at any price and, in regard to riding comfort, it would equal if not surpass any car on the market."

Yet the car is waiting production in this country.

SIXES WILL FORCE CHANGE.

The reason for this, brought out by Sergardi and others, is the suitability of the Ford, the Chevrolet, the Whippet and others of the same class for the present.

"There may come some big change regarding the number of cylinders," Sergardi remarks. "If one of the larger companies, now making the low-priced cars, goes to the six cylinders or more, then the four cylinders will be doomed to disappear from the American market."

"There are some possibilities of introducing in this country a two-passenger car of small power and wheelbase, to be sold at a cost much below the present lowest priced car. To do this it requires a big production, which only a big corporation could afford to undertake."

"But a big company generally has many irons in the fire, and as the investment to produce such a car will be quite considerable, the probabilities are that this small car will not materialize in the near future."

ROADS AND TYRE LIFE.

We all know that English roads are among the best in the world. Taking them as a whole, we should say that they are the best. Certainly no European roads equal them, but some of the American roads run them fairly close. I doubt whether we appreciate what a great saving good roads effect in tyres, to say nothing of petrol and maintenance. We can only guess at these two last points; no statistics are available to show what the saving on petrol and maintenance really is. But here are some interesting figures compiled by a well-known American firm of tyre makers. If we take 100 as the tyre life in Great Britain, this figure has to be reduced to 80 for the same car running in Germany; for Belgium, Holland and Switzerland it is 75 for France it drops to 60; on Spanish roads the mileage is cut in half; in Italy it diminishes to 45; while in the Balkans 30 is the average figure. Comparisons with the United States are difficult, but in the Eastern States, where good roads exist, the mileage is estimated to be the same as Great Britain.

RACING IN FRANCE.

British Motorist Seriously Injured.

A Paris message says the famous British racing motorist, Eldridge, sustained serious injuries while attempting at Monthlery to beat the five and ten-kilometre records. His motor car, which was travelling at 210 kilometres per hour, overturned.

Eldridge has been taken to hospital in a critical condition.

HIGH AUTO TAX.

The tax on motor cars in Japan is said to be the highest in the world. The annual tax on cars of more than 20 horsepower is \$312.13.

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THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—

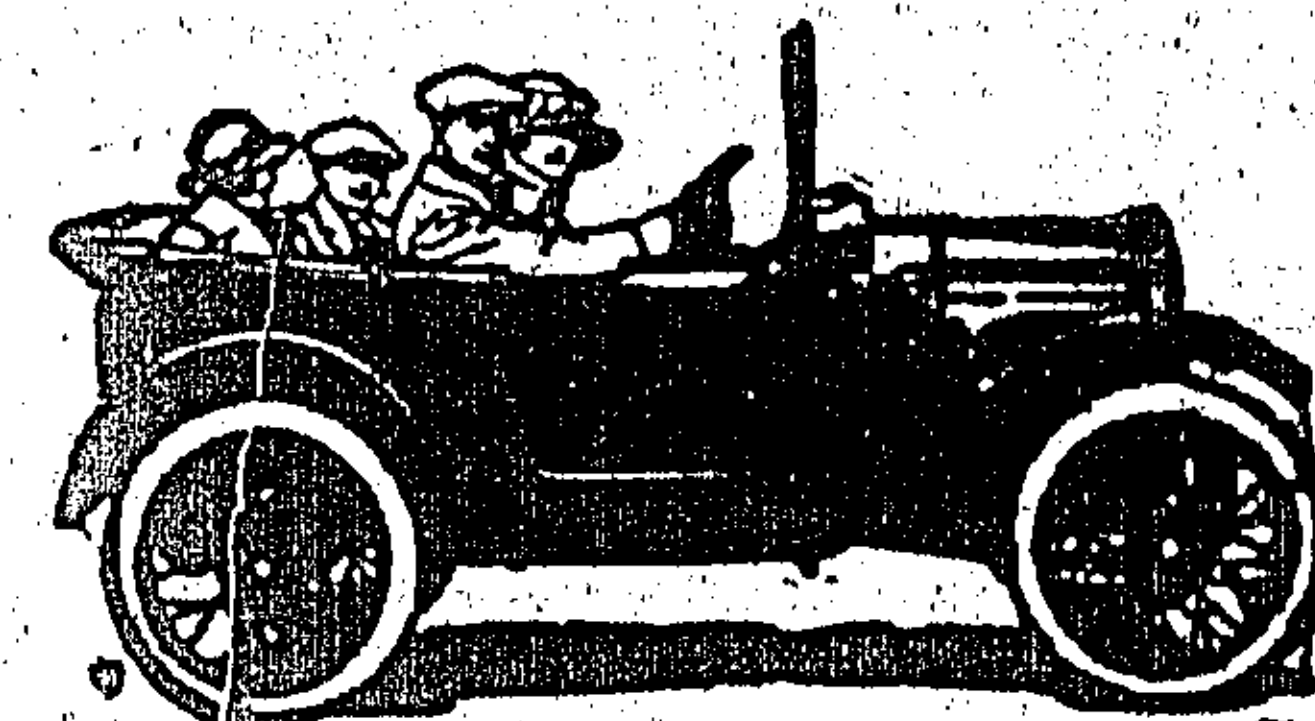
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HONGKONG.

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The Kowloon Motor Car and Cycle Exchange Co.
KOWLOON.

DON'T LEAVE YOUR CAR IN PEDDER STREET.

THERE is no longer any reason why you should leave your car out in the street all day. Sunshine and rain alike cause deterioration, while meddling fingers are liable to interfere with it.

Within a few seconds of the centre of the City, a new garage has opened where you may leave your car or cycle with the assurance that it will be well looked after. It is located in the old Fire Station Building where there is ample accommodation.

Furthermore, an expert staff of mechanics is ready to effect any repairs quickly and efficiently.

Daytime Storage (during business hours)
All Cars \$15.00 per month or \$1.00 a day
Motor Cycles \$ 7.50 " "

THE CENTRAL MOTOR GARAGE

Old Fire Station Building. Des Vœux Road.
Telephones C. 2196 and 4921.

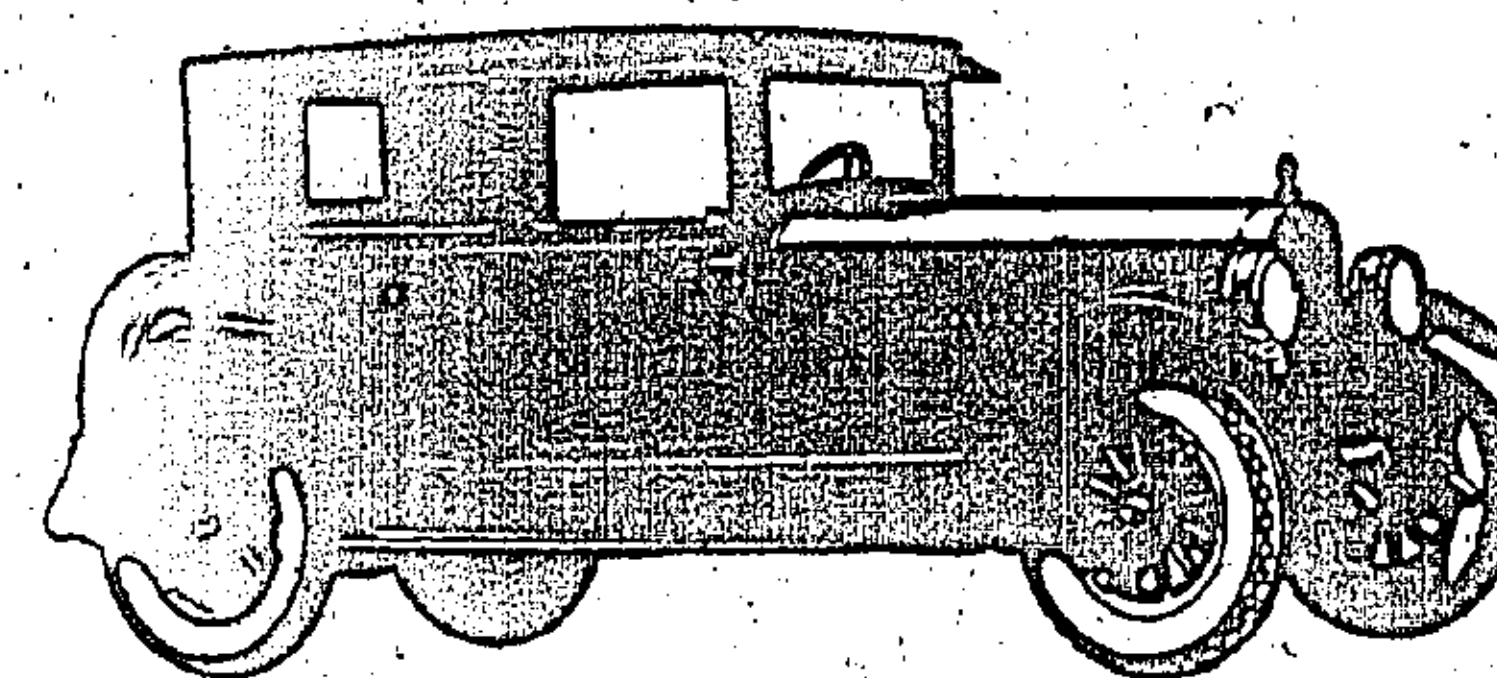
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GOODYEAR
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In ten years of value leadership, Hudson Super-Six performance, quality and price advantage have never been so outstanding as today.

The Coach has long been acknowledged the "World's Greatest Buy", because of its utility, performance and value. Now among luxurious cars, the beautiful Brougham and the Sedan give Hudson the same unrivalled position among luxurious cars. They have all the distinction of finest custom built cars, with a price advantage based on the world's largest production of 6-cylinder cars.

Prices in U. S. Currency for delivery ex garage, Hongkong.

ESSEX SUPER SIX MOTOR CARS:

Touring		\$81,200.00
Coach (2-door)		\$81,250.00
Sedan (4-door)		\$81,300.00

HUDSON SUPER SIX MOTOR CARS:

Touring (7-passenger)		\$81,600.00
Coach (5-passenger)		\$81,900.00
Brougham (5-passenger)		\$82,200.00
Sedan (5-passenger)		\$82,400.00
Sedan (7-passenger)		\$82,500.00

These cars may be purchased for a low first payment and convenient terms on balance.

THE DRAGON MOTOR CAR CO.,
LIMITED

33 WONG NEI CHUNG ROAD HAPPY VALLEY

MIXED GRILL

A Merry Miscellany
Ashley Sterne

Do you stomp, my hearties? In other words, has your ordinary "flat Charleston" technique developed sufficiently to enable you to essay the second, or stomping, step? In the stomp step, I read, "the ball of the foot is put down flat, and the heel stomps the floor on the second beat," which sounds ridiculously simple. But the snag lies in that second beat business. In most of the modern jazz stuff it is very hard to determine which is the second beat. Indeed, I doubt whether some of the tunes I've recently heard have got any second beat at all. If they have, then it sounds exactly like the first, or the third, or the fifth, or—for that matter—the umpteenth. Short of asking the band, I don't think we can be accurately to ascertain. Meanwhile I hope that



The management of our dance-clubs will be tolerant with us while we are finding out. It would be simply dreadful to be chucked out of the Tipcat or Zoro's for stomping on the wrong beat. It's the sort of stigma that would cling to a fellow for life in torpidorean circles. He would never be able to hold up his foot again.

Personally I should like to see the stomp step strangled at birth, and the wump step (my own invention) substituted therefor. In the wump step the heel is put down sideways and backwards (as so often happens in rinking, and the big toe then wumps the floor on any beat you like, or even on none at all, if you should prefer it. A variation of this, called the blump step (likewise my own invention), consists of not putting your feet to the floor at all. You merely remain seated at a table with your partner, and periodically summon the waiter to bring two more ports. When you are an expert at this step, you will find that during the course of just one little Charleston the waiter, on your behalf, can execute at least six beats to the bar.

"Many singers who are now concert stars," says a musical critic, "took up singing merely to kill time." To which I can only add that judging from my own experience of the performances of many of these alleged "stars," they would rather seem to have merely taken up time to kill singing.

The staff of one of the London railway stations boasts a member who is so strong that he can tear packs of cards in halves and break 6-inch nails with his bare hands. There is no truth in the rumour, however, that he has received a tempting offer to take up a job as a sorter in our Parcels Post Office.

I have received a long letter from Professor Barmion Crumplett wherein he tells me that he has abandoned the idea of ever learning the art of snake-charming from a professional *samp-walla*. He has ransacked Bombay for a tutor, and has at length come to the conclusion that the native snake-charmers either can't or won't impart their knowledge to a European. Incidentally, the people at the Smaj Hotel insist on

calling him Professor Muffin, which has upset him very much. He has already addressed letters of protest to the Victory, The India Office, the Gackwar of Baroda, the Maharajah Jam Sahib of Nowangar, the Aga Khan, and Mr. Saklatvala. The only response he has yet received is a picture-postcard of Battersea Park from the latter, bearing the legend "As your hair grows whiter I shall only love you more."

From an altogether different source I learn that Crumplett has been kicked out of the Smaj (in circumstances which I shall narrate next week), and is now purposing to become a Fakir.

Gowns which look like mail are said to be the latest Paris fashion. Frocks which look like mail-doubtless greet the arrival of the bill.

A Scottish lady-doctor asserts that girls' appetites are becoming far superior to men's. Well, of course, calling herrings or calling the cattle home across the sands of Dee does increase the appetite. But as for our Sassanach damsels, what about it? Erato, forward, please! Polyhymnia, after you with the ukelele!

When we've dined together, it has never seemed to me

That you had any appetite whatever, darling May.
You eat sparingly of *hors d'oeuvres*—just a taste of two or three, and often you return your soup untasted straight away.

You toy in listless fashion with a tiny scrap of fish, but you never take the *entree*, and you sometimes miss the roast; and although you're fond of poultry you've never yet expressed the wish for anything more filling than a tiny quail-on-toast.

For sweets too, you apparently have very little use, and you nibble at your ice-cream in a most half-hearted way.

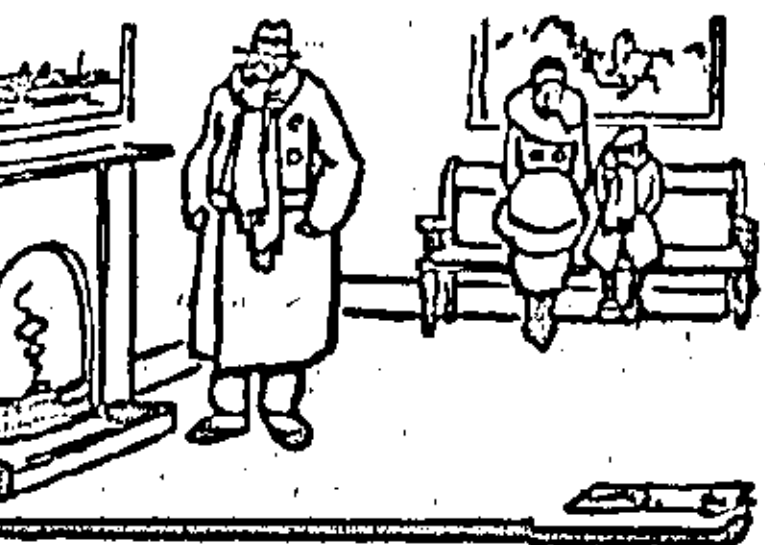
And when I chide you, you put up the plausible excuse that you haven't any appetite—now, don't you, darling May? And yet some truth lies in the Doc's contention (see above).

Though not perhaps the sort of truth that she is driving at:

You believed me when I said you were my first and only love—

And you must have got SOME appetite if you can swallow that!

Since the Prime Minister came out with the nerve-racking statement that his was the loneliest job in the world, some of the newspapers have been running correspondence to discover other jobs in the superlative category. One has asked, "What is the coldest job in the world?" which *inter alia*, has elicited claims from a frozen-meat porter, an attendant in a fur repository, a coastguard, and a deep-sea fisherman. A



friend of mine suggests that these jobs are nothing as regards frigidity to that of the poor fellow who has periodically to reorient the North Pole, but I can think of an even colder job than that. What about the job of waiting for a long overdue train over an ordinary waiting-room fire?

160 KINDS OF STAMPS.

INTRICACIES OF POST OFFICE WORK.

Before the Civil Service Industrial Court which was hearing the claim of the Union of Post Office Workers for increases in the salary scales of the manipulative grades of the Post Office, and the counterclaim of the new Postmaster-General for reduction for new entrants, Mr. F. J. Marshall recently opened the case for the counter clerks and telegraphists.

He said that of recent years the individual financial responsibility of a counter clerk had increased considerably; in some cases to

the extent of from 200 to 300 per cent. Stamp stocks now ranged from £1,000 downwards, and there were instances where a stamp stock of £1,000 was accompanied by a postal order stock of £800. Even a £1,000 stamp stock was frequently found insufficient to meet an order.

There were 160 varieties to be dealt with in the sale of stamps, and the sale of National Savings Certificates during the last financial year amounted to £35,500,000. Clerks were also required to have knowledge of every new class of work undertaken by the Post Office.

Later Mr. Marshall said that a counter clerk had to be conversant with 1,546 specific rules relating to various services. The court adjourned.

HUNTED & SHOT.

WHAT HAPPENED AT HANGCHOW.

TERRIBLE SCENES.

Describing scenes of wholesale murder of Northern soldiers, and civilians suspected of being Northerners, the looting of shops and homes, the retreat of the Northern troops from Hankow and the triumphant entry of the Cantonese soldiers into the city, a Presbyterian missionary now in Shanghai, in an interview with the representative of *The Shanghai Sunday Times*, draws a graphic word picture of Hangchow during the days when it was occupied by retreating Northern soldiers, and the first few days of occupation by the victorious Cantonese troops.

Retreat of Sun's Army.

"On Wednesday, February 16, the Northern troops began to come into Hangchow. They had with them about 800 Kiangsi men, formerly constituting an independent division which had been captured by Chang Kai-shek.

"Many of these men, who are really Northerners, wore three uniforms, including first the uniform of their independent division, then the Southern uniform, and lastly the Northern uniform. They had been drafted into Marshal Sun's army and were well armed.

"On Thursday morning we noted the 13th and 8th Divisions, of about 3,000 men each, going past. The 8th had been doing some fighting, but the other division had not.

"The 8th Northern division got to the station and found no locomotives or railway crews. There was about 60 cars there, but no engines to pull them. The division immediately began marching down the track, leaving about 30 men behind. These 30 men began selling rice, flour and other supplies, constituting a part of their loot. Subsequently the two divisions reached the city and camped there that night and did a little looting.

Looting Begins.

"The following morning the soldiers went to the Chamber of Commerce and demanded money. The officials, knowing that the Southern troops would soon reach the city, stalled for time, putting off the demands with the explanation that money had been given to General Mong, and that the soldiers should get their share from him.

"The Northern soldiers promptly blocked off a section of the city about three-quarters of a mile long, reaching from the railway station down to what is called Big Street, looting the shops of silver-smiths and other merchants. General Mong, meanwhile, had promised to send back a train for them, and did so. Following the pillaging of the shops the soldiers again went to the Chamber of Commerce and asked if the officials wanted any more looting done. The officials hastily gave them a sum of money estimated at between \$30,000 and \$40,000.

Hunted Down Like Rats.

"Friday morning at 10 o'clock the soldiers boarded the train and departed. Their departure was followed by the immediate appearance of an army of armed civilians, known as the Bien I Ring (Convenient clothed soldiers). They patrolled the streets and hunted the Northern soldiers down like rats. Scores of Northern soldiers were still scattered about the city, preparing to leave, when the Cantonese arrived.

"Those found were butchered wherever caught. Between 150 and 200 were captured and killed. In addition, scores of civilians with a Northern accent were killed. One soldier was dragged into the open and beaten and trampled to death.

"This was witnessed by a foreign doctor who was passing. The mob saw him and for a time his life was in danger. Employees of the Standard Oil Company reported witnessing the slaughter of the 30 Northern soldiers who had been selling rice and supplies.

"On Friday the 18th, we saw the Cantonese 1st Division march past the college. They were well armed and well-equipped, marching in an orderly manner.

The missionary stated that there are crossroads near the college and that a body of retreating Northern soldiers ran into the incoming Cantonese. The fleeing Northerners were killed outright. One Northern soldier's head was completely blown off in full view

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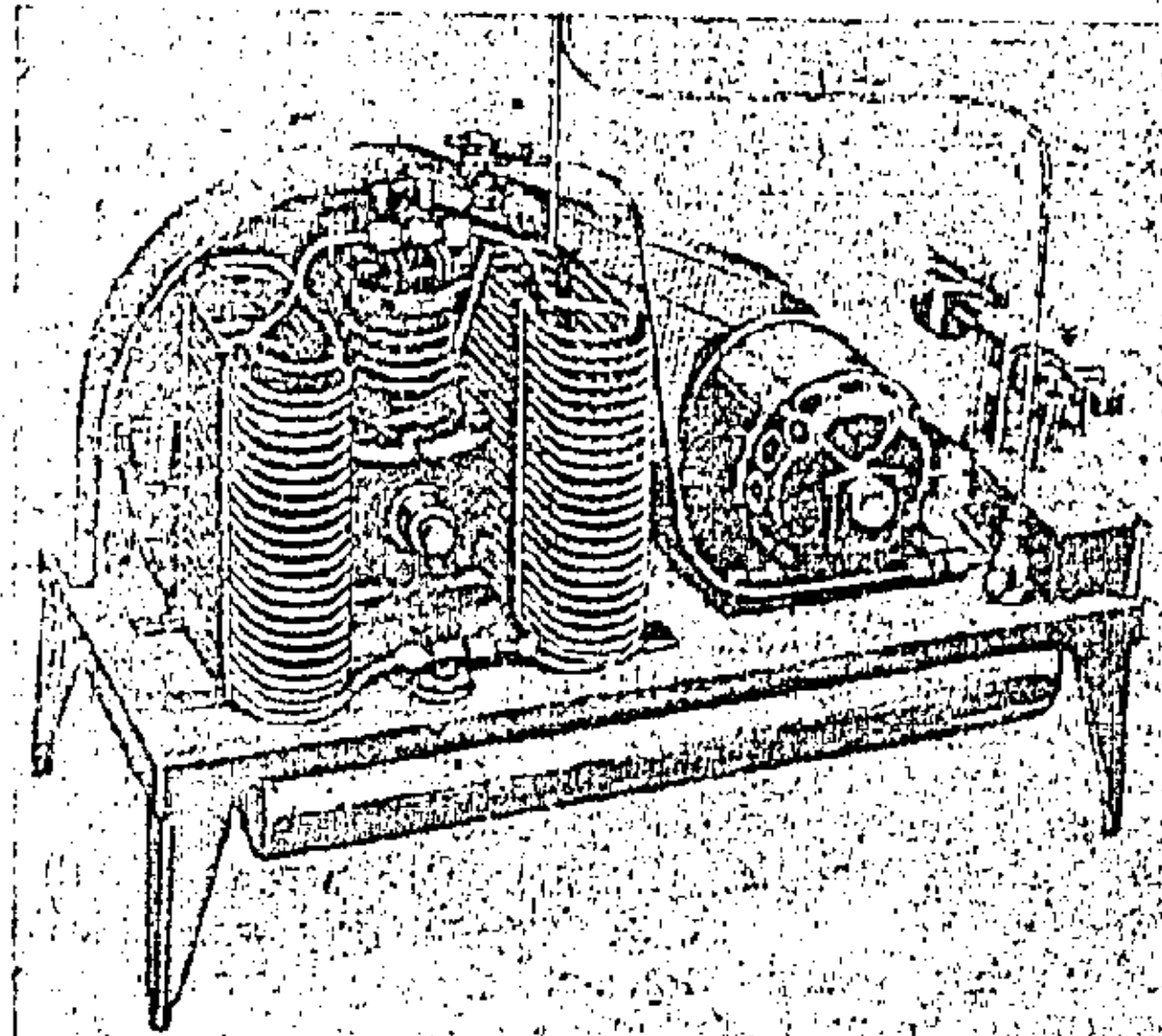
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	London, March 4.
Paris	124.10
Brussels	34.90
Amsterdam	12.12 1/2
Berlin	20.47
Copenhagen	18.20
Vienna	34.46
Helsingfors	192 1/2
Lisbon	2 17/32
Rio	6 1/2
Bombay	1/5.61/4
Hongkong	1/11 1/2
New York	4.85 1/2
Geneva	25.28
Milan	110 1/2
Stockholm	18.15
Oslø	18.68 1/2
Prague	163 1/2
Madrid	18.87 1/2
Athens	371
Buenos Aires	47.7/16
Shanghai	2/6 1/4
Yokohama	2/0.11/32
Silver (spot)	25 1/2
Silver (forward)	25.9/16

—British Wireless.

GUILTY.



Mr. Thomas W. Miller, former U. S. Custodian of Alien Property, who, at a second trial, has been found guilty of conspiracy to defraud the Government of his service.

At South Shields a man, after a quarrel with his wife, either fell or jumped head first from a window, and was impaled on the railings below. He died soon afterwards in the infirmary.

A Jerusalem correspondent says that the drought in Southern Palestine is so severe that at Hebron water-tickets are being issued to the inhabitants and the local hospital may have to close.

Wm. Powell
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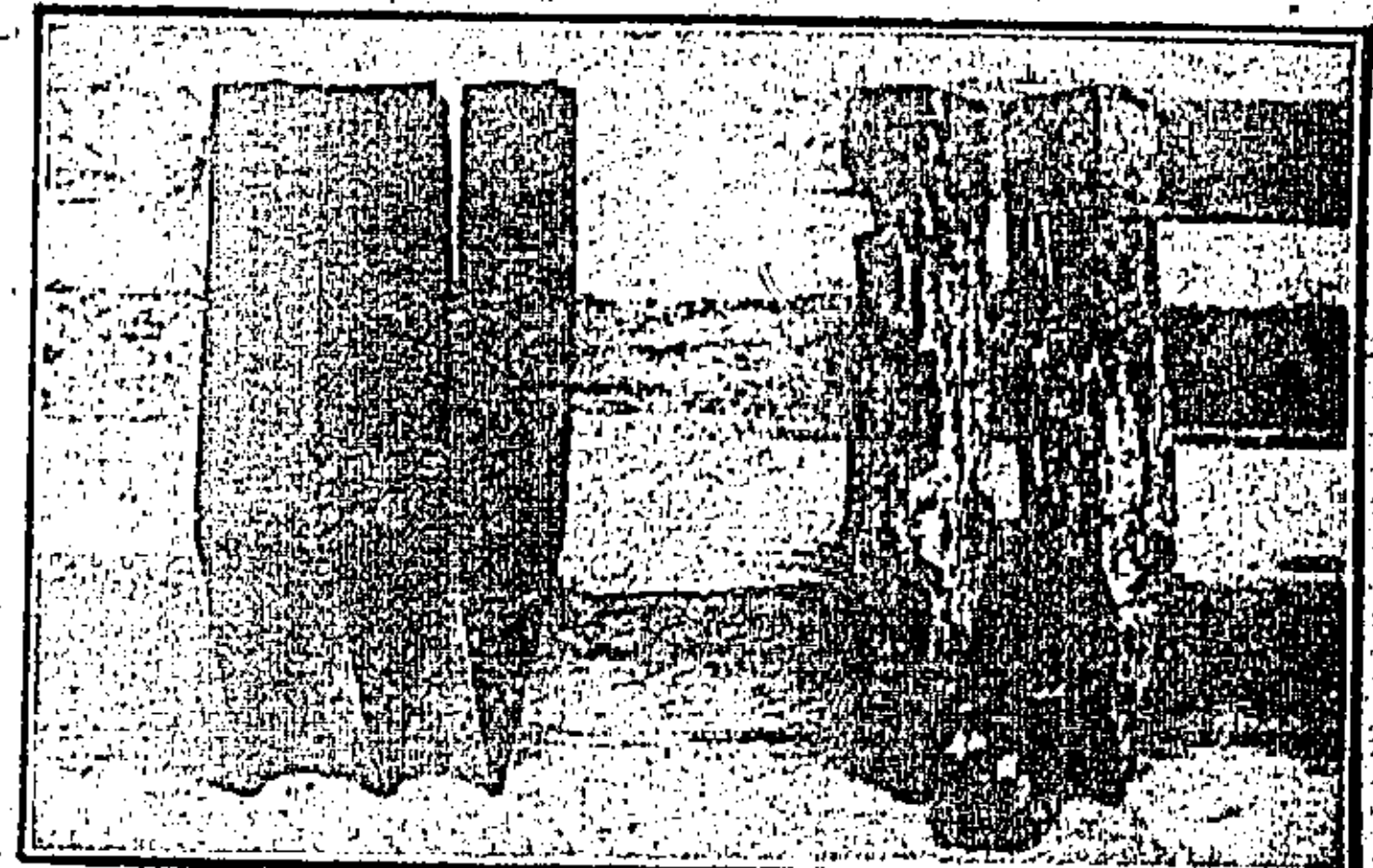
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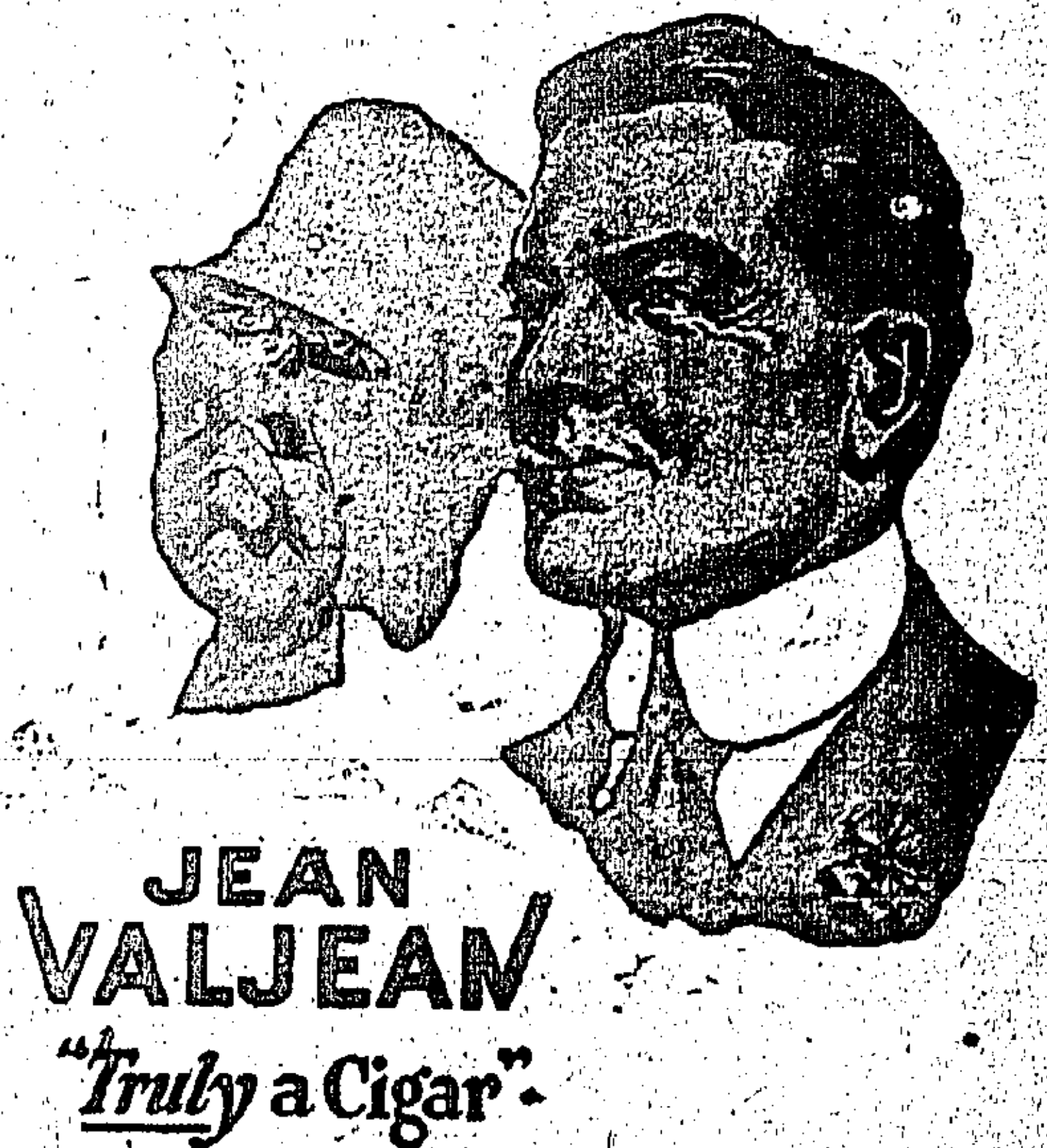
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LEADING TOBACCONISTS IN THE FAR EAST

AN IMPORTANT EVENT

FULL LICENCE RESTORED

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SPECIAL DINNER DANCING

WILL BE HELD

IN CELEBRATION

on SATURDAY NIGHT, 5th MARCH.

A SPECIAL MENU WILL BE PROVIDED
AT THE USUAL PRICE

TEA DANCINGS

will be resumed from Monday, 7th March.

SANITARY INSPECTORS.

QUALIFICATIONS FOR
HONGKONG POSTS.

The following advertisement appears in *The Builder* (Jan. 21):
Sanitary Inspectors required by the Government of Hongkong for a period of three years with possible extension. Salary £220-£300 a year payable locally in dollars at the Government rate of exchange which is at present fixed at 2s. to the dollar. In addition, a strictly temporary exchange allowance of 20% of salary is at present paid, and thus at the present time the annual salary in dollars will be \$2640 a year. The current rate of exchange being about 2s. to the dollar, the sterling equivalent of \$2640 is about £264 a year. No income tax. Free passages, quarters, and uniform. Candidates, age 23 to 35, must have served as apprentices or improvers in plumbing or carpentry with Firms of good standing; should also have a diploma in sanitation from the Royal Sanitary Institute of England or some other Institute whose diplomas are recognised as certifying the fitness of the holder to fill a post as Inspector of Nuisances under any local Sanitary Authority in England or Scotland. They should further have a certificate in advanced building construction from the City and Guilds or any other similar Institution of equal standing. A bonus increment on the initial salary of the appointment of £10 for each of the above certificates held by the person selected will be payable on appointment. Apply at once by letter, stating age, qualifications, and experience, and whether married or single to the Crown Agents for the Colonies, 4, Millbank, London, S.W. 1, quoting M/15126.

SANITARY INSTITUTE.

LOCAL EXAMINING BOARD
APPOINTED.

An interesting booklet dealing with the Royal Sanitary Institute is to hand and states that a local board of examiners has been appointed for conducting examinations in Hongkong. Candidates examined locally will be expected to show a thorough knowledge of the laws in force in the Colony and a general knowledge of the British Public Health Statutes.

The following examinations of the Institute are held in Hongkong:

Sanitary science as applied to buildings and public works, Sanitary Inspectors.

Health Visitors and School nurses.

School hygiene, including elementary physiology.

The board of examiners for Hongkong, South China, nominated by the Government of Hongkong, and appointed by the Institute is composed of the following:

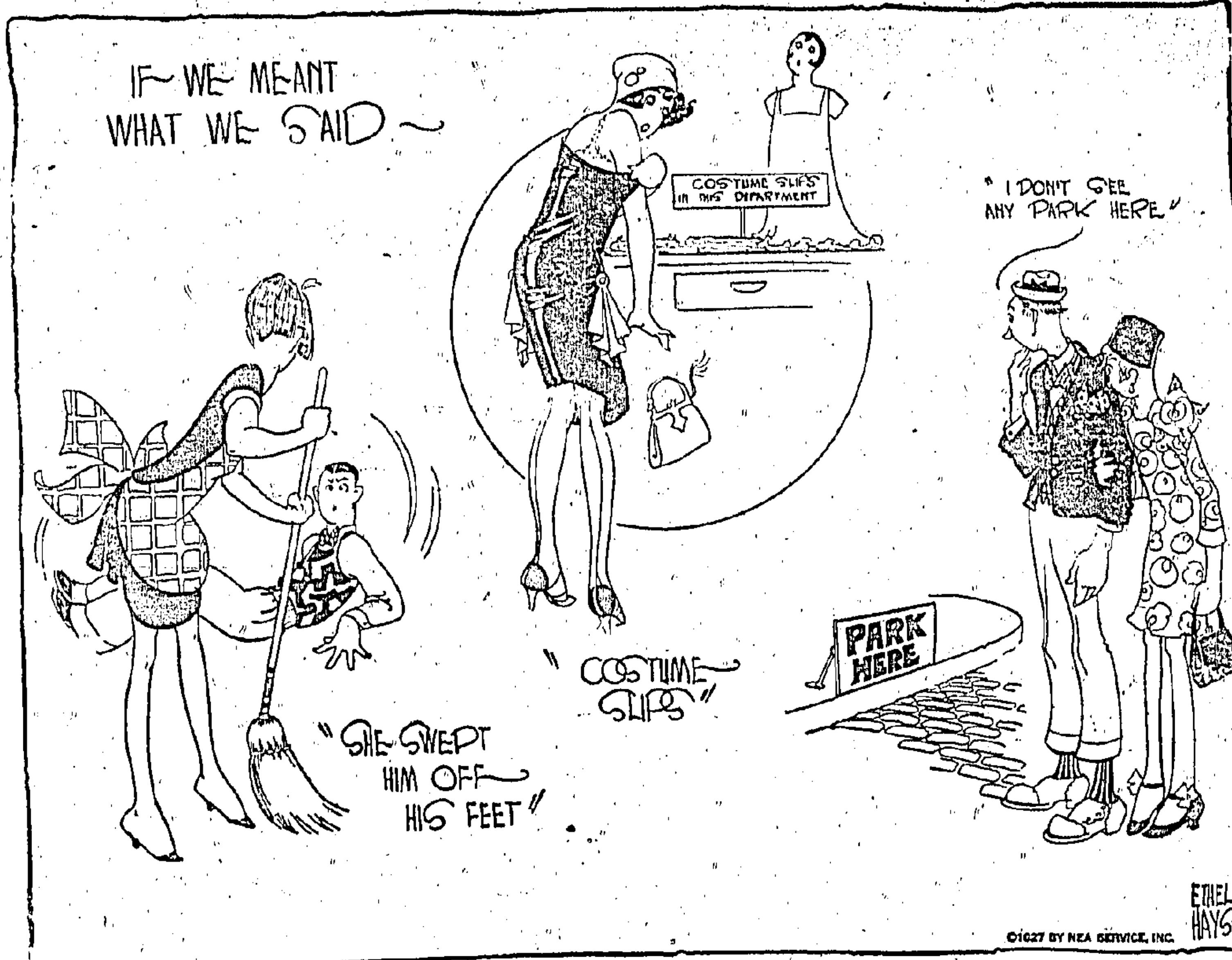
Patron—His Excellency Sir Cecil Clementi, K.C.M.G.

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Hon. Secretary, Mr. E. Ralphs, F.C.S., F.R.G.S., M.R. San. I.

Vienna.—Mussolini's tax on bachelors has had an echo here. Within a short time after the Italian parliament passed the tax law the "Austrian Alliance for Women's Rights" demanded through the press that Austria should use this method of increasing marriages. At once the Austrian formed an Alliance for Men's rights. A battle started with statistics as the principle bullet. The women assert that there are now half a million unmarried men of marriageable age in Austria who are preventing an equal number of women from making a home by shirking their duty to marry. A tax on unmarried men, graduated from \$5 to \$100 per year, according to income, is advocated by the women. The men have retorted that the last census recorded only 300,000 unmarried men in Austria above the age of thirty, of which number approximately 120,000 have tried marriage and are now enjoying freedom through divorce, separation or death of their mates. That these men do not remarry is sufficient indication that marriage is not what is claimed for it, the men assert.

SIGNS AND SIGNS.



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SULTANS' TREASURES.

ALADDIN'S CAVE ON
VIEW.

For the first time the Imperial Turkish Treasury at Stamboul was recently opened to the public.

Two rooms of the Treasury Pavilion have been arranged by the Director of Museums with priceless objects dating over more than four centuries of growing palace luxury and including booty from ancient Persia and the Orient.

Among the Byzantine relics is part of the cranium of the traditional head of John the Baptist. There are four Sultans' thrones, including wonderful work of the early, sixteenth, century, and Indian art in perfect preservation—an enamelled pearl-encrusted throne of the Persian Shah Ismail.

Marvellous Brocades.

Unique in the world is a complete set of all the Sultans' gala costumes and turbans in marvellous brocades and tissues. Galaxies of precious stones glitter on the Sultans' aigrettes, daggers, sabres, rifles, and ripe mouth-pieces.

The whole Treasury was twice sent to Asia Minor for safety during the wars of the past ten years. Its exhibition to the public is part of the liberal educational policy of the republic.

The Harem.

The Director of Museums is now repairing the ever-forbidden imperial harem, which will also be thrown open in the summer. Its vast labyrinth of apartments of successive Sultans, princes, and their wives shows five centuries of Turkish artistic development.

Platefuls of Gems.

A regular Aladdin's Cave is the old Imperial Treasury of Turkey,

and the surprising thing about it is that it should still be in existence.

For it was widely believed in Constantinople that Enver and Talaat, the two leaders of the Committee of Union and Progress who were all-powerful there during the war and have since both met violent death, had converted its riches to their own personal ends.

I was admitted says Mr. G. Ward Price, to see the treasure once as a great favour in 1912, when a Sultan still wore the sword of Osman.

It is—or was then—arranged with characteristic Turkish carelessness, but the haphazard heaping of its contents threw their barbaric richness into even more dazzling relief.

Bantam's Egg Emerald.

Precious stones lay piled in platefuls beyond counting. Size was everything in the opinion of medieval potentates, and the emeralds which were used to

fasten the algotta to the Sultan's turban were as big as a bantam's egg. Each Sultan had a new one, vying in magnificence with that of his predecessor, and a long row of imperial turbans, each with its great green jewel, was varied only by the occasional ruby, of equal size, which had belonged to a monarch with warmer tastes in colour.

Pearl-Studded Throne.

I remember a low, broad-seated throne, set all over with pearls—not of good quality, admittedly, but studded so thickly that it looked as if ten minutes' work on it with a pocket-knife would yield a fortune.

Of diamonds there were but few, and those yellow and ill-cut, but wine-dark amethysts and milky opals, sky-blue turquoises, and precious stones of lesser sorts lay there in glass cases among the dust, the almost forgotten playthings of days when the Court of the "Grand Turk" was as splendid as any in Europe.



PHONES:-

1967

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Because—This is "Clearance Day" and
There is a Storeful of Bargains

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Suppose you come in and see
what we mean bySINCERE'S SPRING SALE
THE REAL MONEY-SAVING OPPORTUNITY.

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CHOCOLATE ALMONDS



Two smart little frocks for the school girl.

CARE OF THE PIANO.

The most important point is to protect it from all damp. It should never be in a temperature under 60 degrees Fahrenheit.

Great heat is also injurious.

Never place a piano against an outside wall, nor stand it in a direct draught.

Never put books, ornaments, &c., on the top of a piano, as any weight is apt to spoil the tone of the instrument.

A piano, whether it is in use or not, should be tuned regularly, about every three months. This preserves the instrument and keeps it at the necessary pitch.

Pianos should be carefully dusted with a soft duster and

polished occasionally with a chamois leather.

Never use soap and water for removing stains on the keys. A rub with a cloth dipped in whitening and methylated spirit will generally remove marks of any kind.

Lemon juice is also considered to be a satisfactory whitener for piano keys; apply with a clean cloth.

Piano keys sometimes get stiff in very damp weather, even if the instrument has been carefully placed and the temperature has not been allowed to drop too low. To remedy this defeat rub the sides of the keys with a very soft, broad black pencil.

If your piano is of ebony, clean it in this way: Apply a few drops of salad oil with a warm flannel; then polish with a chamois leather.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London, Jan. 7. I am perfectly certain you will like the new evening gown sketched by Stephanie, if only because of the novel and attractive neckline. The model sketched herewith is a delightful compromise, as you have the shoulder-strap effect on the one side, the shoulder-strap being in this case a string of shaded roses, and on the other side, the "modest" oval fashion. This gown was carried out in Nile green satin *beaute*, and the roses at the side and shoulder are of all shades of pink, graduating from deepest salmon to palest shell-pink.

The hat I have had drawn for you is a forecast of Spring millinery. The model I have before me is in velvet, with a tissue brim, drooping at one side, and thereby eliminating the slightest suggestion of primness. The colour chosen for the model was royal blue, but it's no good suggesting this colour for you, if you have a tendency to look sallow on "off" days; so, as usual, I recommend it for your adoption, *mutatis mutandis*, as the lawyers would say—which interpreted means, with the necessary changes. And in future I shall say to you, *amant most of our fashions*, "*Mutatis mutandis*," without any explanations, and our male critics will think what an overwhelmingly learned crowd we are.

The material selected by Stephanie for the delightful dressing-jacket design is heavy crepe de Chine for the wrap proper lined with a pink and gold patterned fabric, and trimmed with pink swansdown of the exact shade.

While drawing your attention to the two little dresses sketched herewith, I refuse to dogmatise about the materials in which they should be made up. The frock on the right rather asks to be carried out in a checked material, although obviously it could be adapted to "anything handy."

The end of this week sees the end of the revival of Sir Arthur Pinero's ever popular "Tre-

lway of the Wells," in which Miss Margaret Bannerman has had an opportunity of showing that she can play other than sophisticated parts.

I had a chat with one of our veteran actresses, Lady Wyndham (better known to the playing public of the last generation as Miss Mary Moore)

and she is actively interested in the fund that is being raised to present Dame Madge Kendal with her portrait; being in fact on the committee. The idea is that this portrait shall be ready for the next Academy, and Sir William Orpen has agreed to paint it.

Mention of Sir William Orpen reminds me that he is the Chairman of a Committee consisting of representatives of every school of art which has been formed to co-operate with Sir Joseph Duveen in giving the unknown British artist a chance to sell his work. This is a scheme which will benefit our sex, as much as the other, I believe, as there are a great number of women artists doing good work, as yet unrecognised. Mr. Jacob Epstein, also a member of the Committee, told me when I talked to him that he is confident any amount of latent talent and genius will be unearthed. Mr. Epstein, as we know, has his quota of candid and severe critics, but no one can ever allege with any truth that he jibs at an idea because it is new, or denies talent in a fellow artist because he or she does something terrifyingly original. Also, from an every-day point of view, he is a man whom fame does not spoil or make unapproachable. The first Exhibition under these auspices will be held in Leeds in March next, and the results should prove supremely interesting.



NEW DANCE FROCKS.

ELABORATE DRESS PARADE.

Quite delightful and out of the ordinary was a collection of party frocks recently shown by one of the most exclusive Parisian dress-makers. On one side of a wide vestibule the spacious showrooms were decked out with imitation snow and ice as a background for costumes "*poirettes sports d'hiver*." On the other side a flame of shaded electric light, garlands of gay flowers, a constant pop of champagne bottles, and a parade of exquisite dance frocks! Very modern. Essentially 1927.

Worthy of Admiration.

A little model which drew a series of admiring "Ohs!" from the onlookers was made of pale rose mousseline de soie with fringes of shaded rose ostrich feathers on the hem and on a tunic which looked like a wide flounce. The corsage was very simple in front, and the waistline almost normal, but at the back there was a little loose cape, swung from under a puce rose, resting on the left shoulder.

Dresses Still Short.

All the new dance frocks are notably short. Most of them seem tight. Here and there a flounced model gives something of a crinoline effect, but this is the exception. At the same time it must be recorded that one of the big *mayonnaises de nouveautés* in Paris is showing steel supports for the hips, and showing them openly. This particular shop has the credit of never making a mistake in the matter of coming fashions.

Except the dressmakers—there are really only two of importance—who advocate a revival of the *robe de style*, there is no outward sign of a revival of hooped dresses.

Pastel Tints Popular.

Pale rose and a subtle shade of blue—something between natter and laneret—are the two most popular colours of the hour for dance frocks. All the pastel tints are popular and very artistic models are expressed in pale shades of yellow. Silver over-where; silver lamp for the best dinner gowns, silver gauze, often finely pleated, for dance frocks.

A delightful satin *beaute* evening dress.

SPORTS CLOTHES.

PRACTICAL IDEAS.

A golf costume should comprise two garments, for contrary to the attractive silhouette, of a one-piece model when a tennis player swings her arm, a golfer looks extremely awkward in a similar design. The most sensible costume comprises a short skirt, not too fully pleated, a sweater or a jumper, worn under a cardigan. The fashion of wearing a cardigan which swings out when the wearer makes a shot is particularly becoming. In repose the silhouette should be quite straight and as slim as a boy's.

A practical costume was fashioned of nut-brown jersey. The jumper was treated to decorative bands of dark tobacco colour, but the skirt was plain, with a large box pleat in the front. There was a simple cardigan of tobacco-coloured jersey. Another suit comprised a natural kasha skirt, a natural coloured jersey striped with bright dark blue, and a kashmir jersey jacket to match the blue of the stripes.

There are any number of attractive shoes to choose from, but the wise woman invests in a well-cut brown Oxford. Heavy shoes should be accompanied by heavy woollen stockings. Silk stockings on a course are as unthinkable as wool hose at a night club.

Tennis Frocks.

The most successful tennis frock is decidedly of the one-piece variety, for a strenuous player is quite likely to find her jumper suit parting company in the middle. Crepe de Chine models are the most luxurious, but there are others equally attractive, of spun silk, tussore, or a sports taffeta. A striped blue and white spun silk dress was cut sleeveless with a long full bodice fastened to a finely pleated blue silk skirt decorated with two stripes of white.

More original was a frock of washing taffeta made on jumper lines with fastening of pearl buttons down the front and a waist-belt regulated at the waist by straps passed through pearl buckles. Many of the one colour frocks are complemented with a sleeveless cardigan bordered with wool crochet in bright shades.



One of the spring millinery forecasts, and a dainty wrap described by Joan.

DAINTY DRESSES.

CHARMING ACCESSORIES.

What pretty colours and unions of colour are used now! For evening gowns. At a well-known dance club the other evening a model that attracted general admiration was in lemon-yellow crepe georgette mounted over silver tissue, the short dress cut up at one side to show the silver foundation, and the bodice covered with silver and diamante embroidery. A large rose perched on the left shoulder—a velvet rose with pale yellow petals shaded to orange towards the heart.

Very beautiful was a model in creamy lace which had the delicate design picked out in seed pearls and diamond sparks, a wide fringe of seed pearls forming a panel at one side.

An ivory crepe de Chine dress had a design of waving ostrich feathers worked in diamante. Another in the same delicate tint had cords and loops of silver and oriental pearls covering one side.

Charming cigarette cases are made for evening used in bright-coloured and metallic brocades, with a mounting in gold round the edge. About a dozen cigarette-cases can be carried inside, while

THIS WEEK'S RECIPE.

STEAMED LEMON PUDDING.

Two eggs, $\frac{3}{4}$ cup granulated sugar, 1 lemon, 2 tablespoons water, $\frac{2}{3}$ cup flour, 1 teaspoon baking powder, few grains salt.

Beat yolks of eggs until thick and lemon coloured, gradually adding the sugar. Combine juice and grated rind of lemon with water and beat into first mixture. Mix and sift flour, baking powder and salt. Add to first mixture and fold in the whites of the eggs, beaten until stiff and dry. Turn into a well-buttered mold and steam for forty minutes. Serve with apricot sauce.

The sauce is made by thickening the juice from canned apricots.

A small pocket in front takes a packet of flat matches with striking pad.

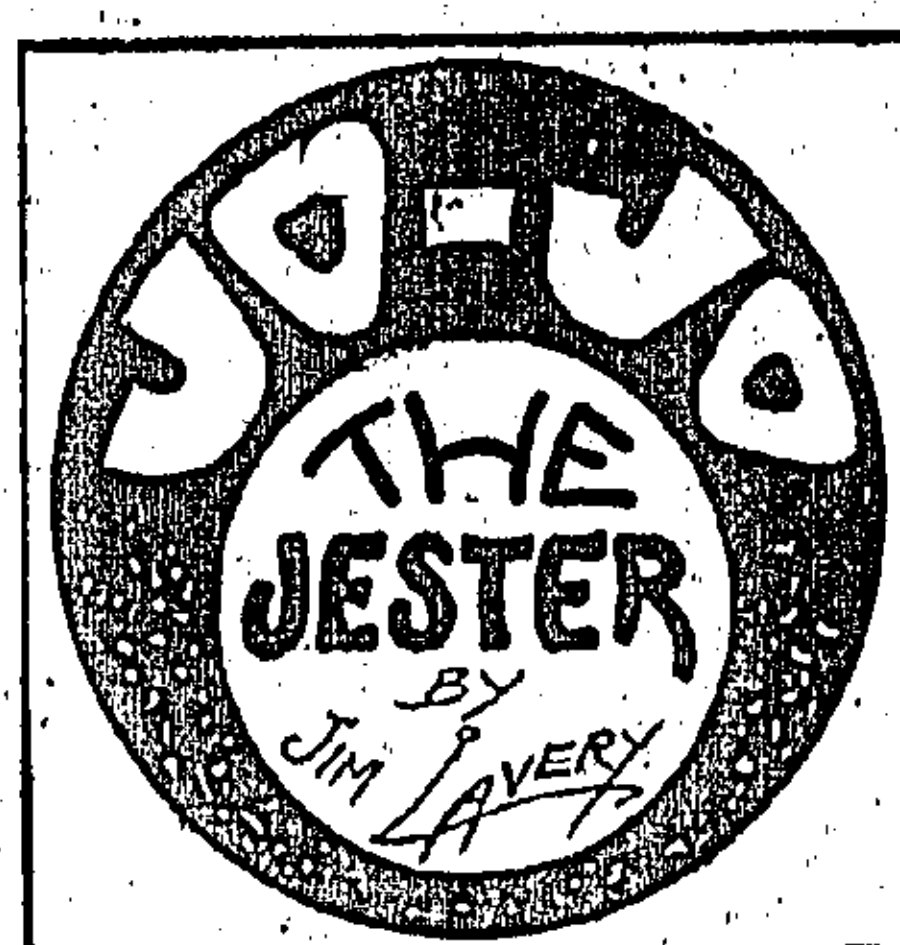
The newest absurdity for sitting-rooms is a disconsolate Cupid, which can be perched on the rail of a chair, the corner of a table—where you will. His wings may be done to match the colour of a particular room and his chaplet of flowers made to tone. You can also order the new gilt waste-paper baskets "trimmed" with composition flowers and ribbons and have these trimmings carried out in any colour desired.



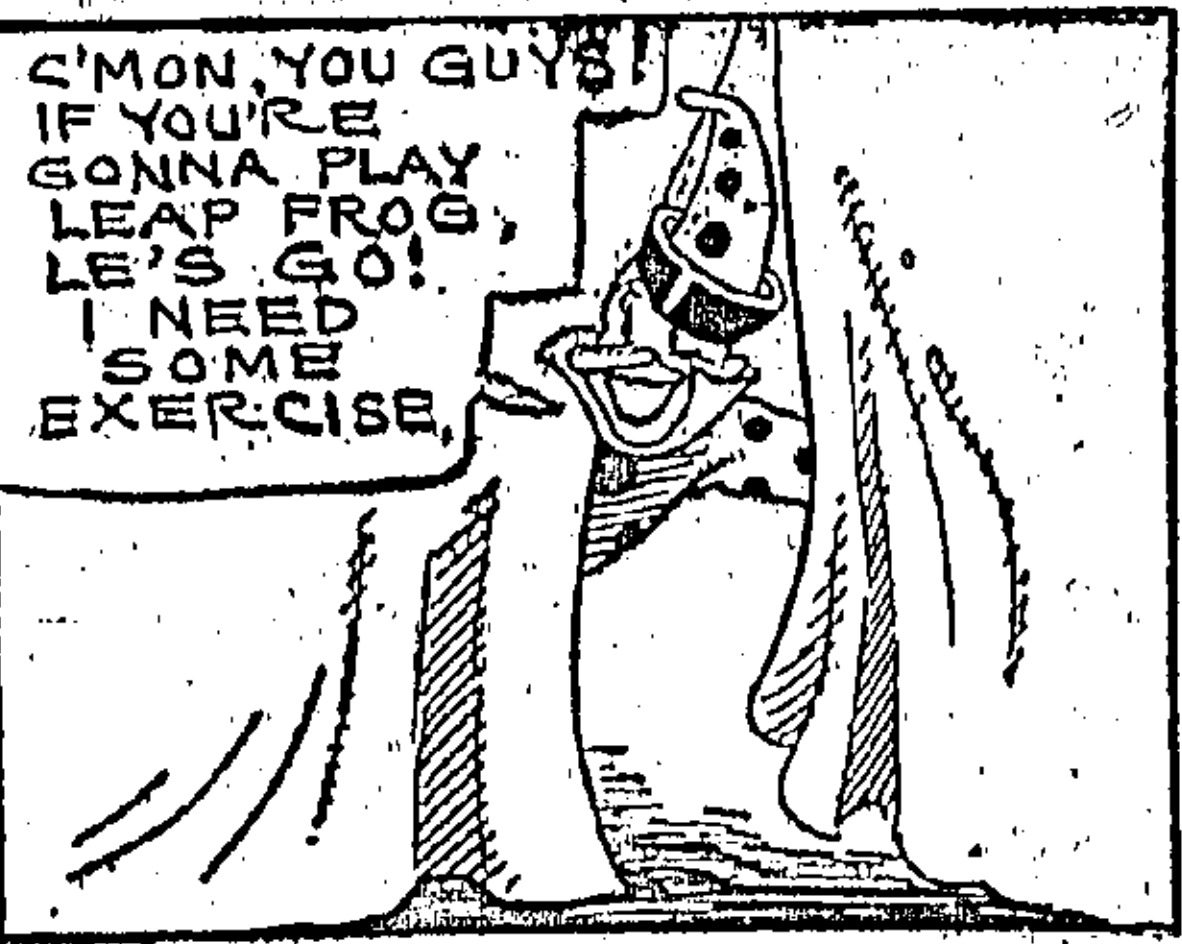
Left is a black evening gown of mousseline de soie, silver embroidery, diamonds and pearls. Right, gloves of snakeskin and satin bag with a jewelled clasp.



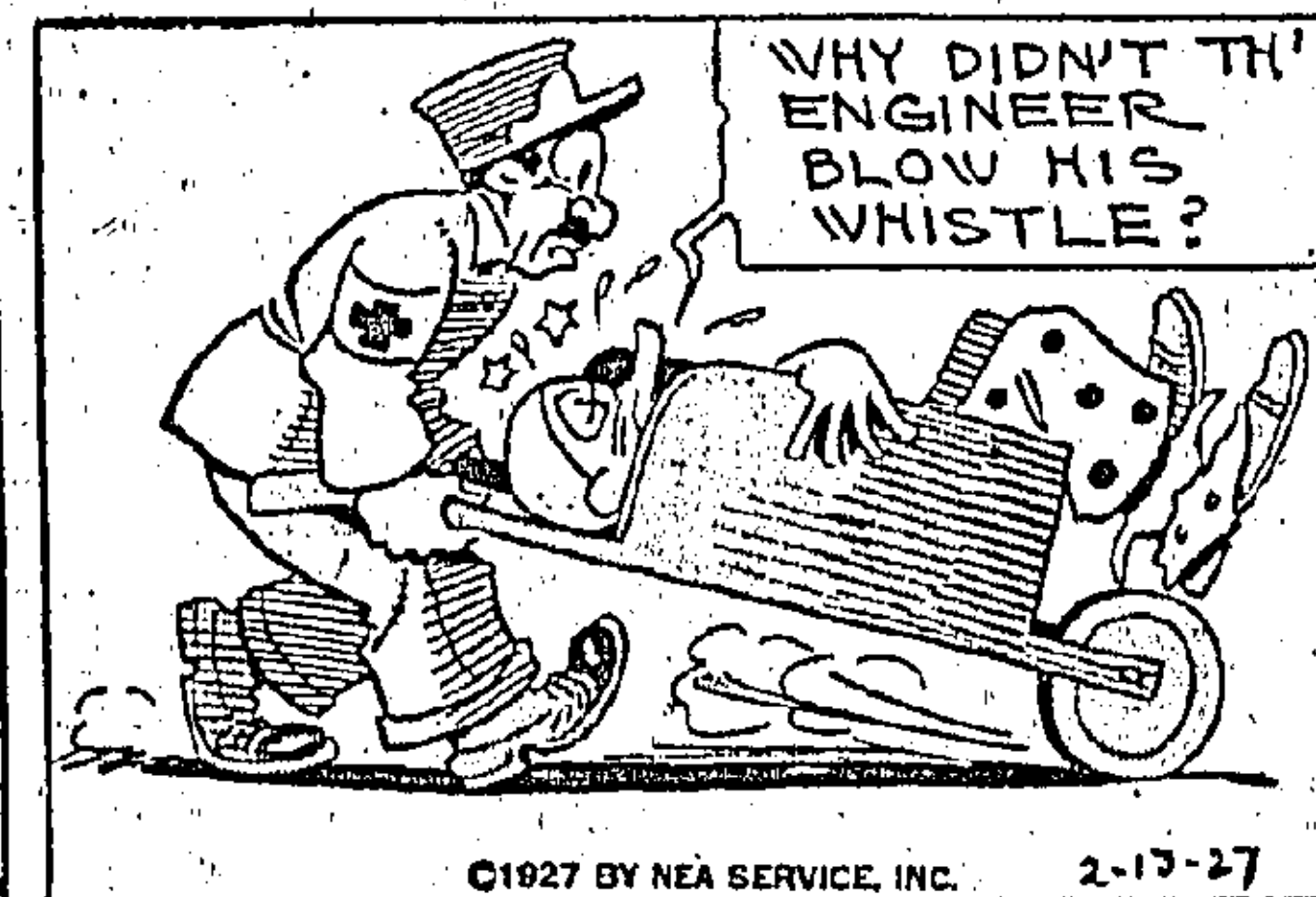
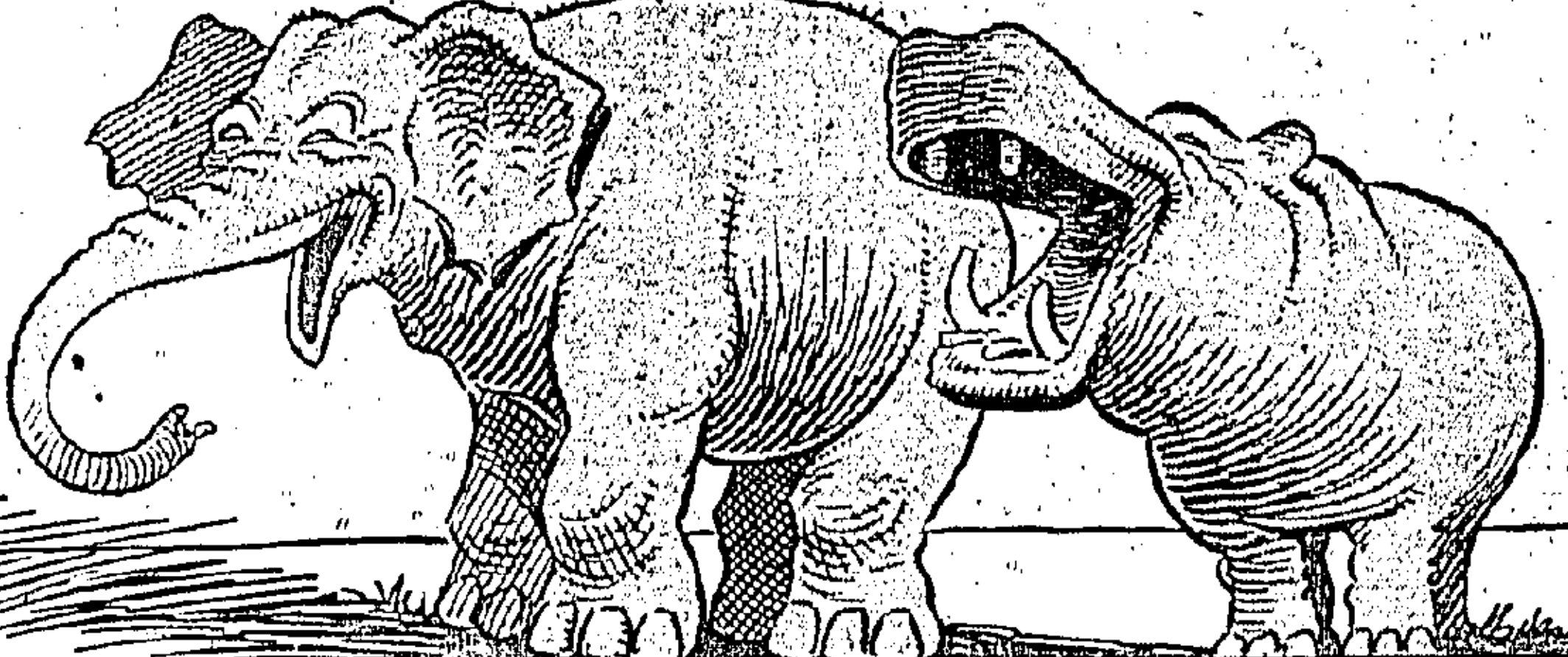
The white silk slip and shell-pink pyjamas pictured above are rich in lace and embroidery. At the top is a lingerie case made of flat lace over pink satin.



C'MON, YOU GUYS!
IF YOU'RE
GONNA PLAY
LEAP FROG,
LET'S GO!
I NEED
SOME
EXERCISE.



WHAT YA LAUGHIN' AT
YA BIG FAT HEADS? THIS
IS AN OPEN GAME.
**YOU'RE
NEXT!**

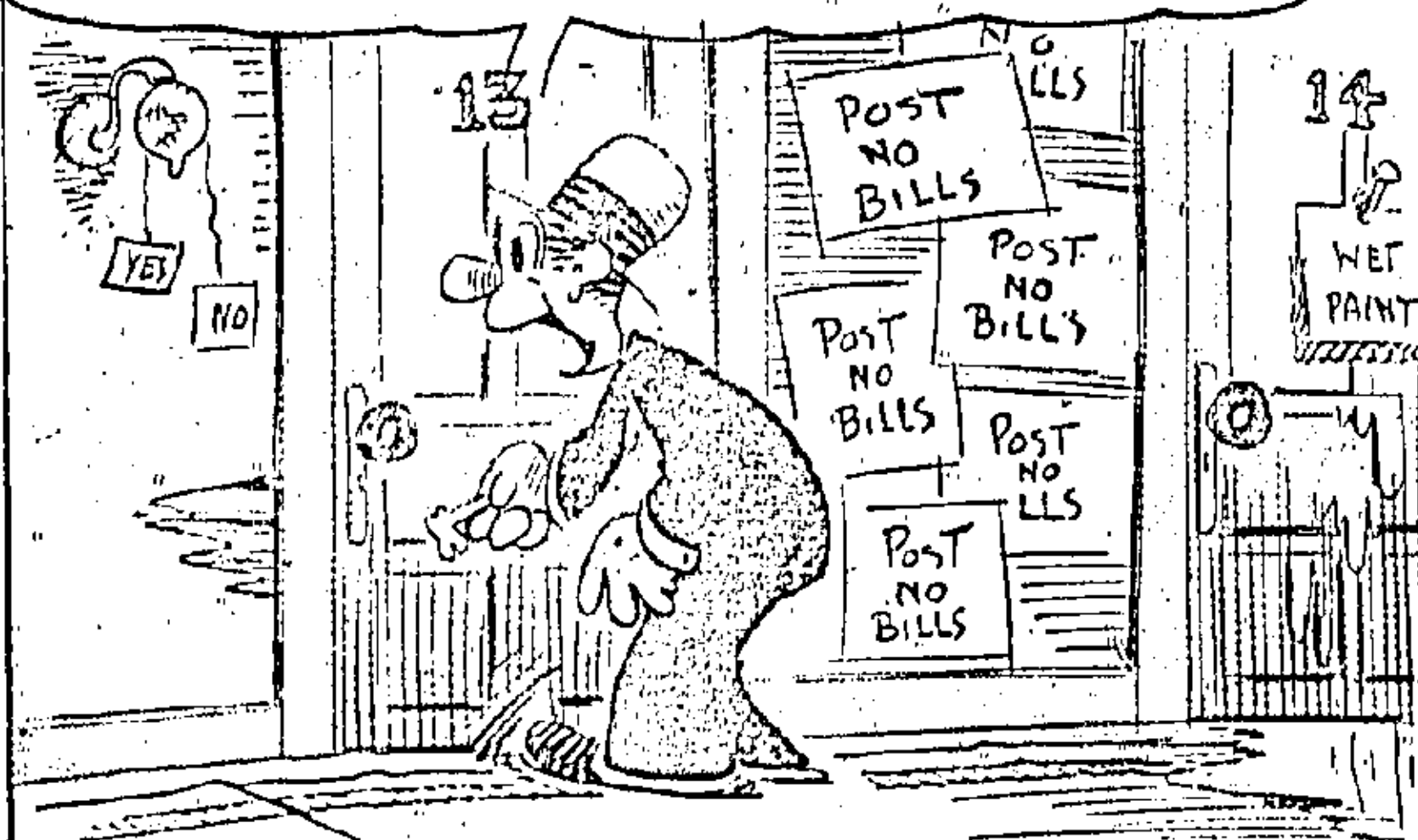


WHY DIDN'T TH'
ENGINEER
BLOW HIS
WHISTLE?

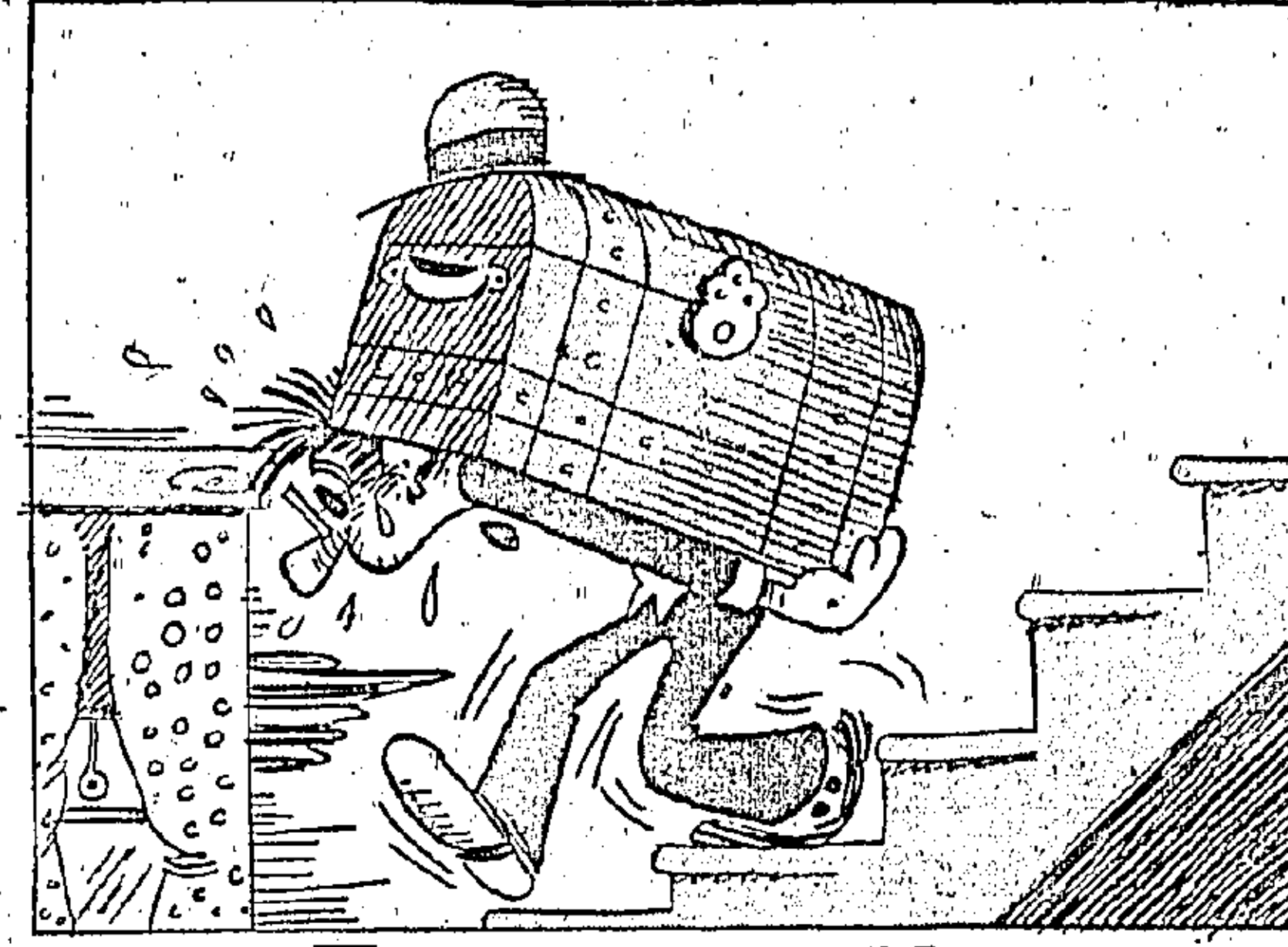
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SALESMAN \$AM

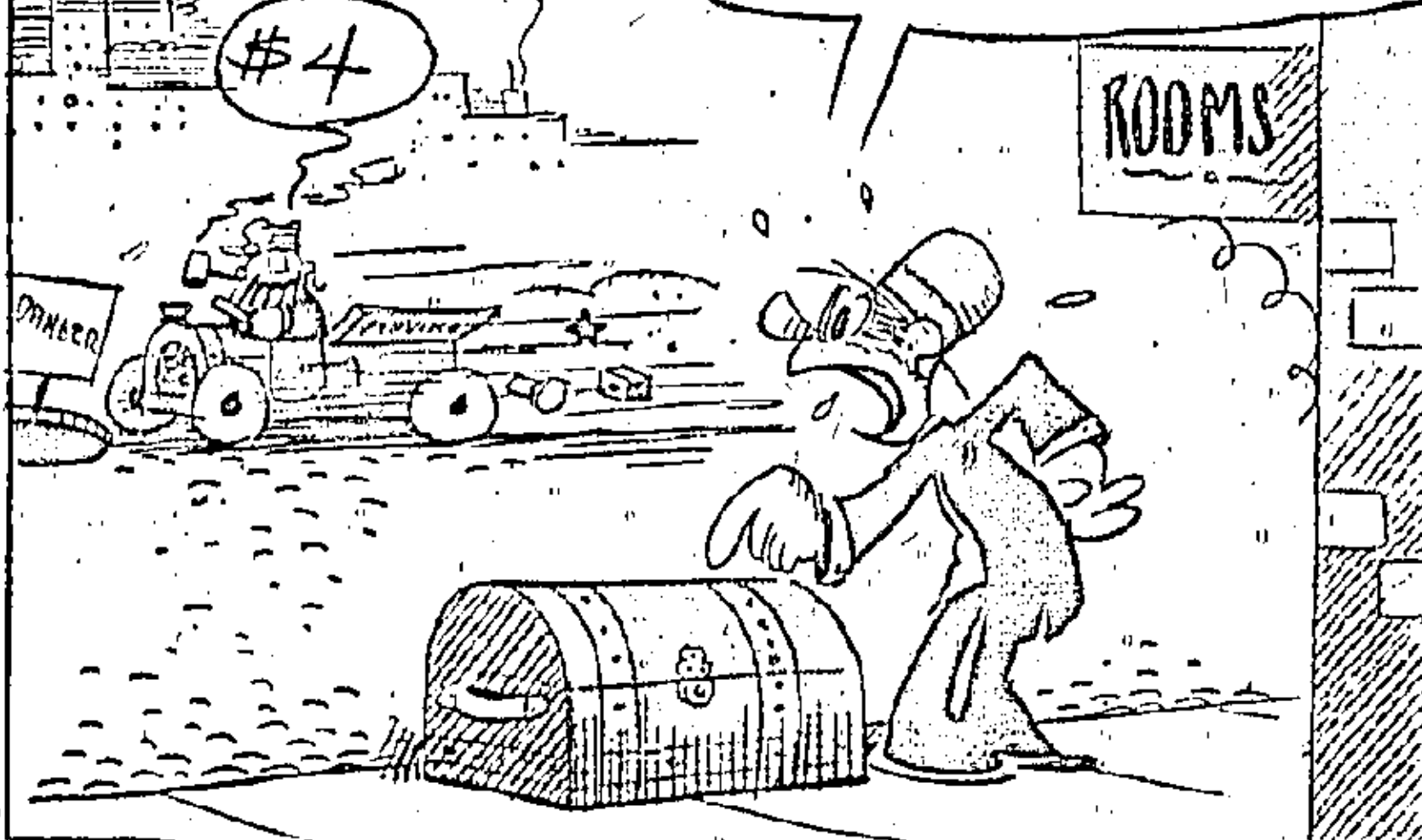
OH BOY! - I'VE RENTED A ROOM OVER AT HOOPLES'
BOARDING HOUSE \$5 CHEAPER THAN I AM PAYING
HERE - SO I'M MOVING RIGHT NOW



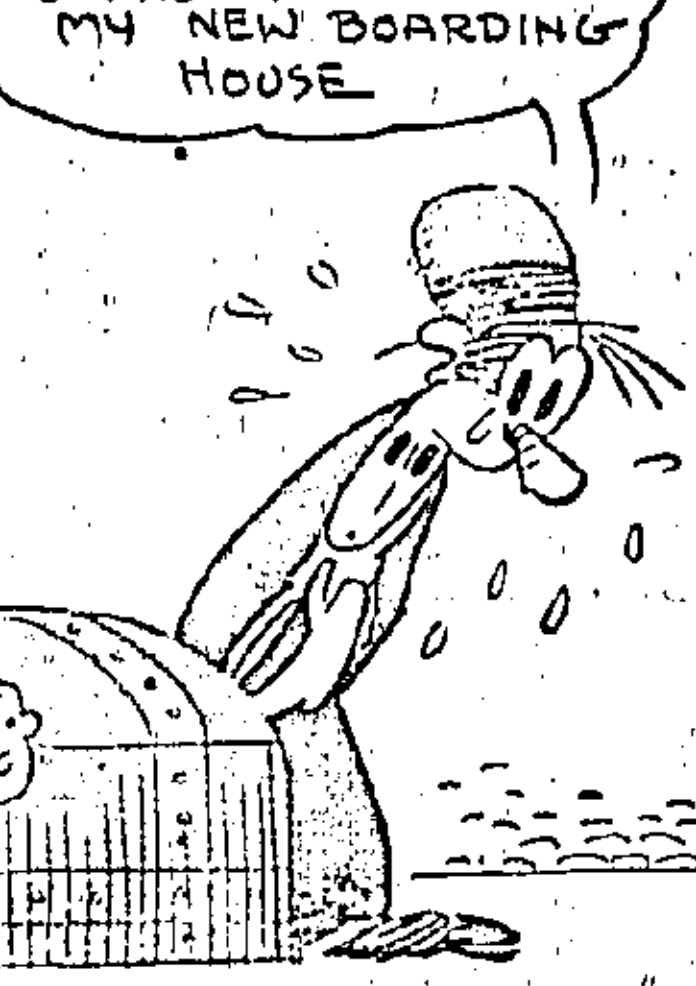
WELL - HERE GO ALL MY BELONGINGS INTO
MY TRUNK - A SHIRT, AND A PAIR
OF SOCKS



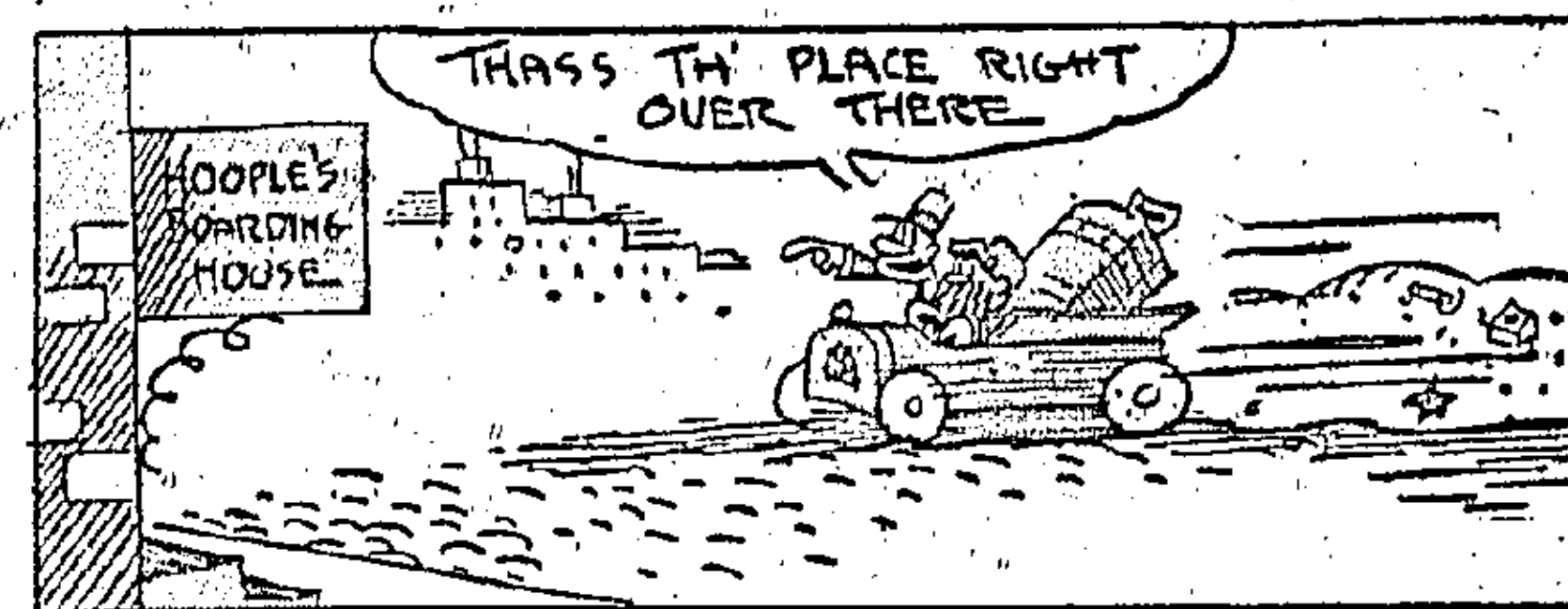
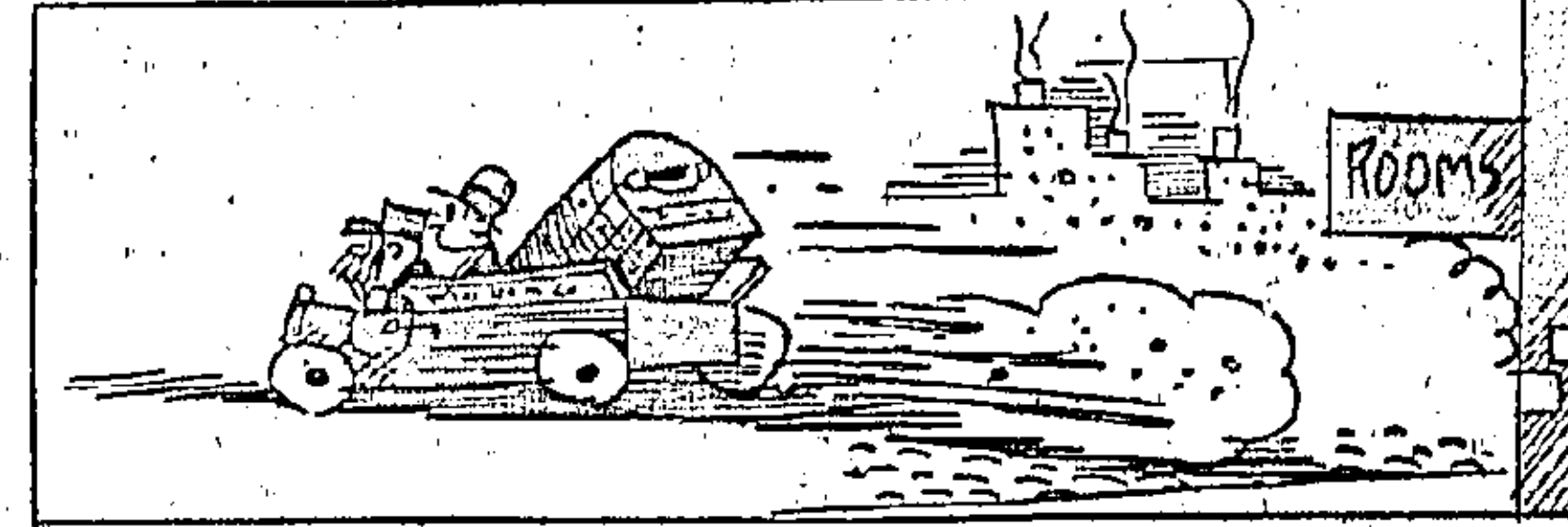
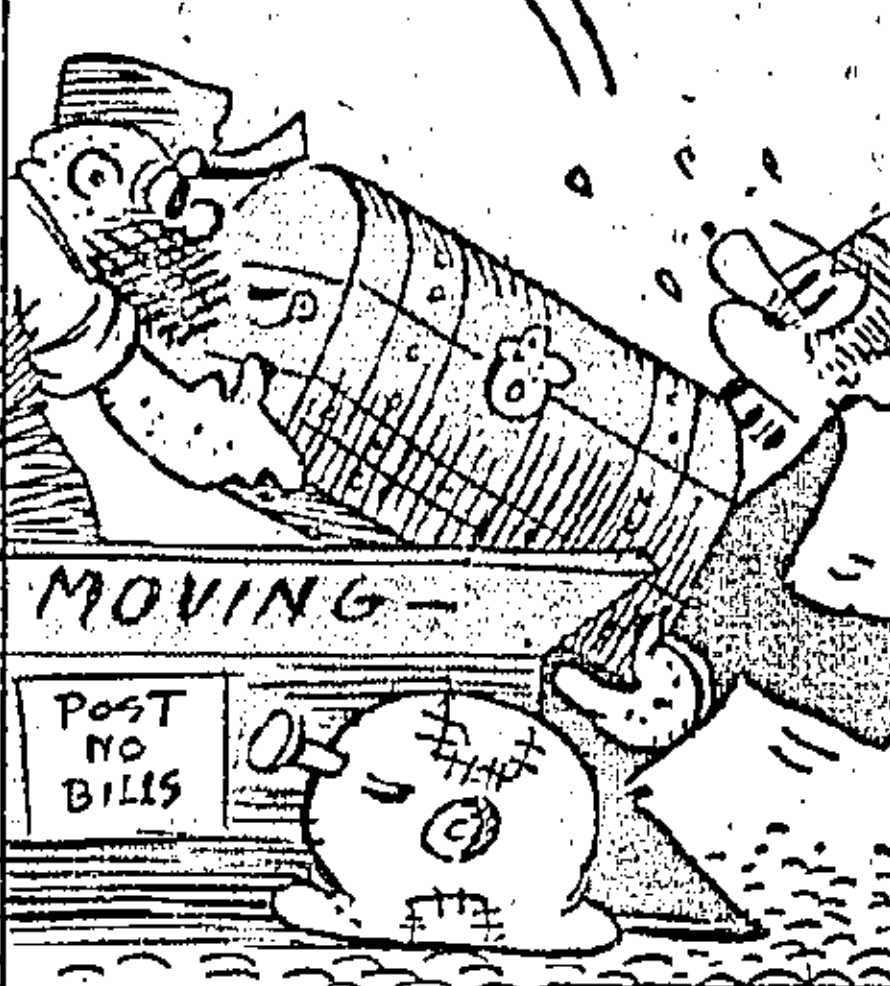
HEY! - HOW MUCH TO HAUL
MY TRUNK OVER TO HOOPLES'
BOARDING HOUSE?



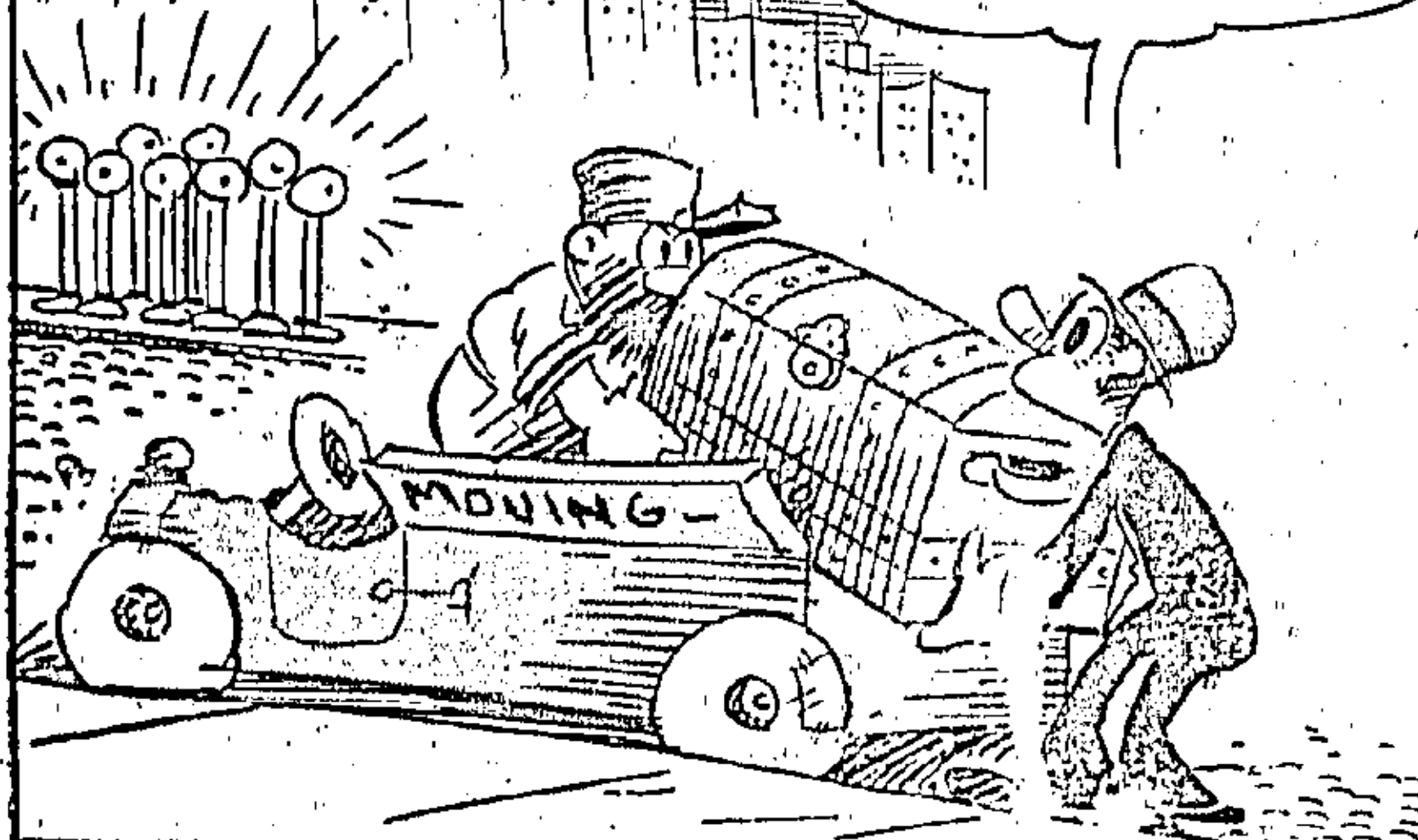
WHAT'LL I DO? - ALL
I'VE GOT IS A DOLLAR,
AND HE WANTS \$4
TO HAUL IT OVER TO
MY NEW BOARDING
HOUSE



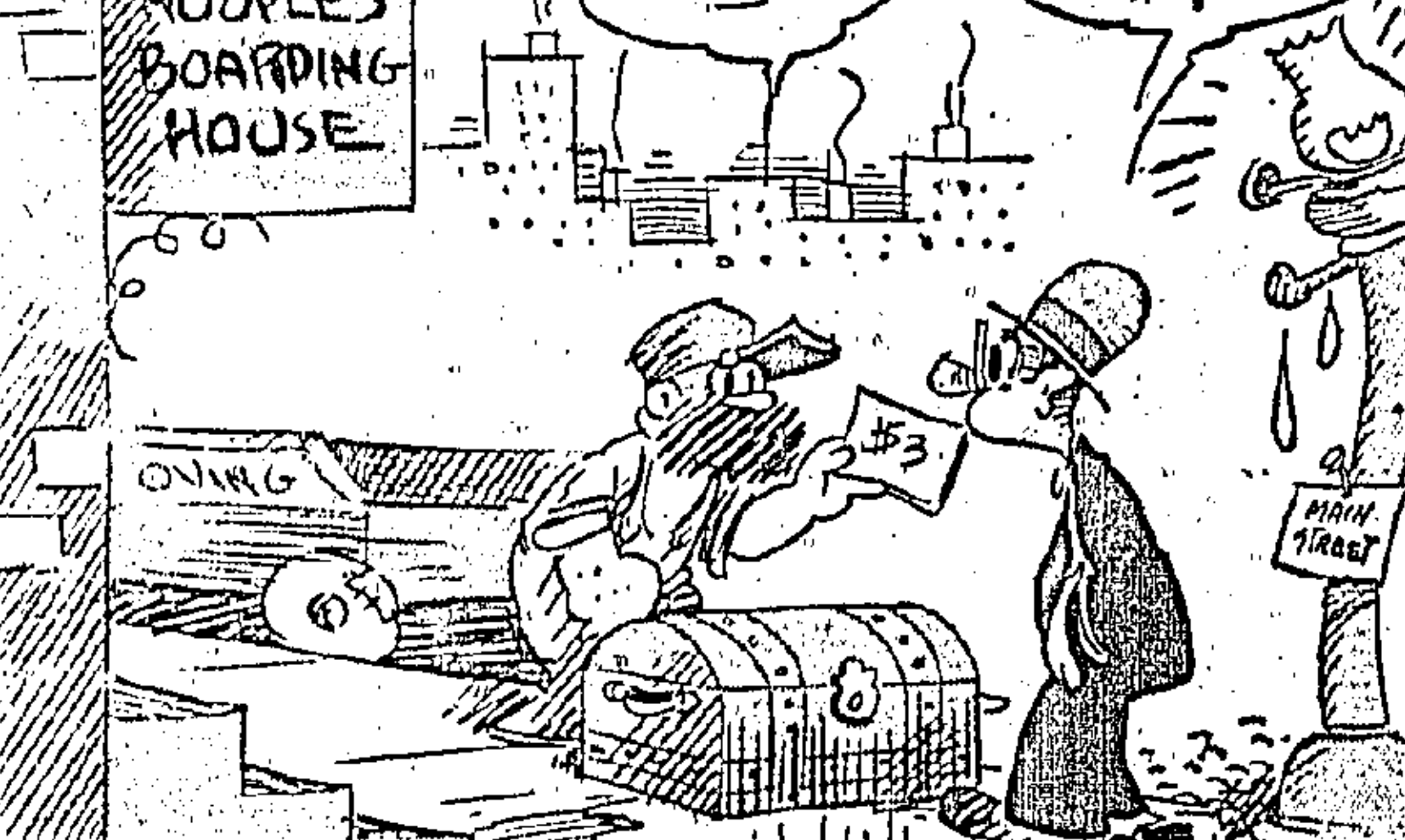
ALLRIGHT,
LET'S GO



YOU SAID YOU'D GIVE
ME \$3 FOR TH' TRUNK,
DIDN'T YOU?



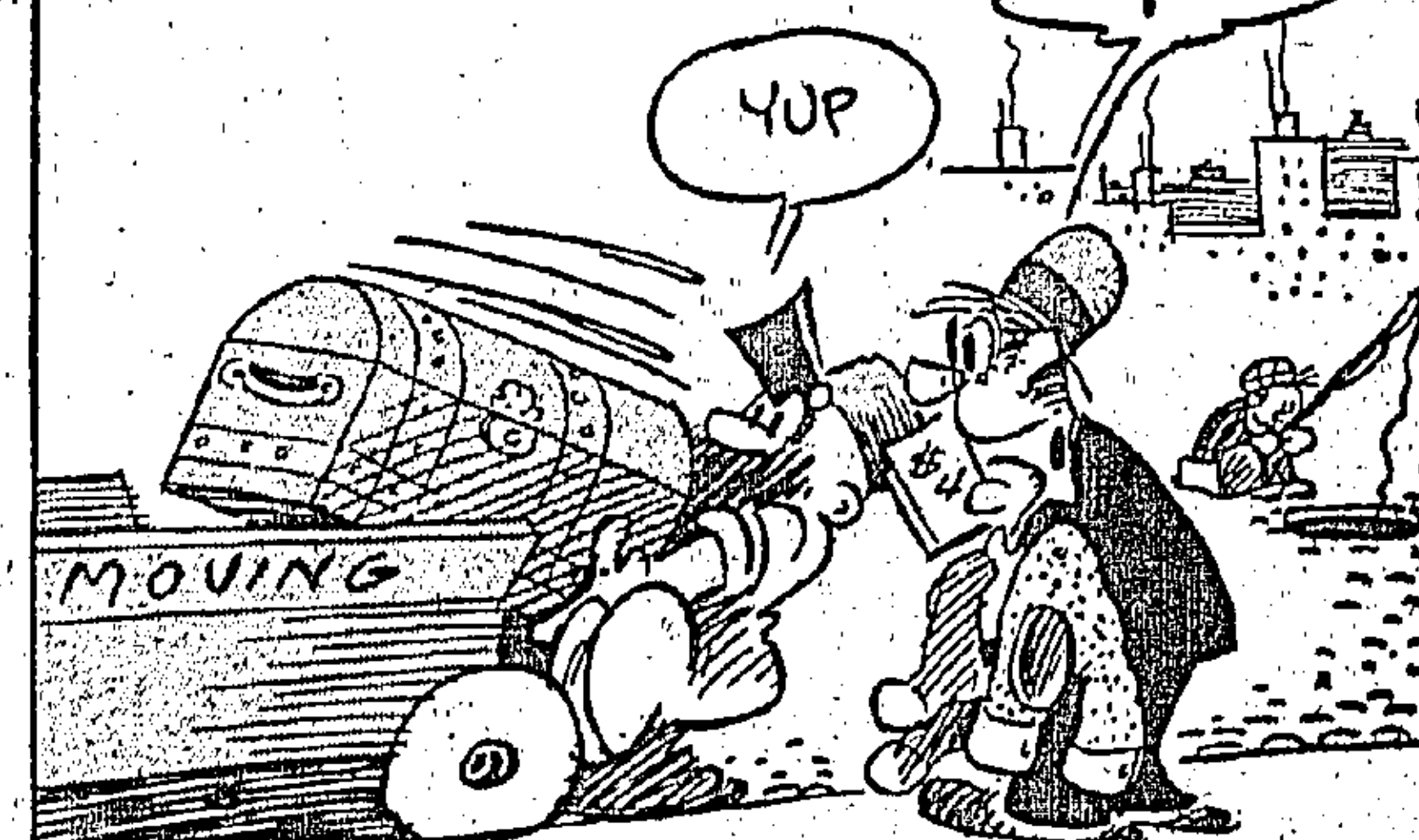
YUP -
HERE'S TH' \$3



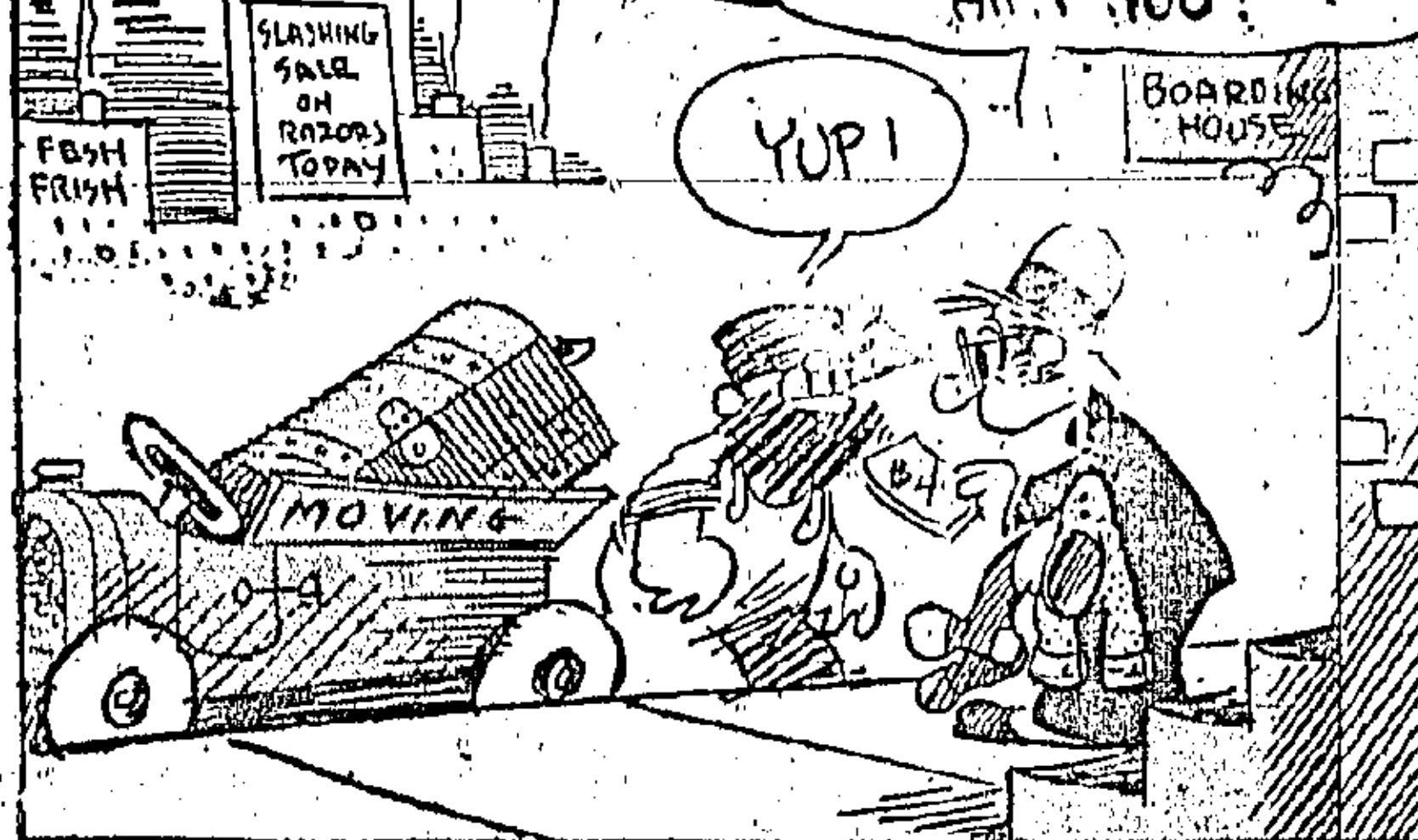
AND I'VE GOT
\$1



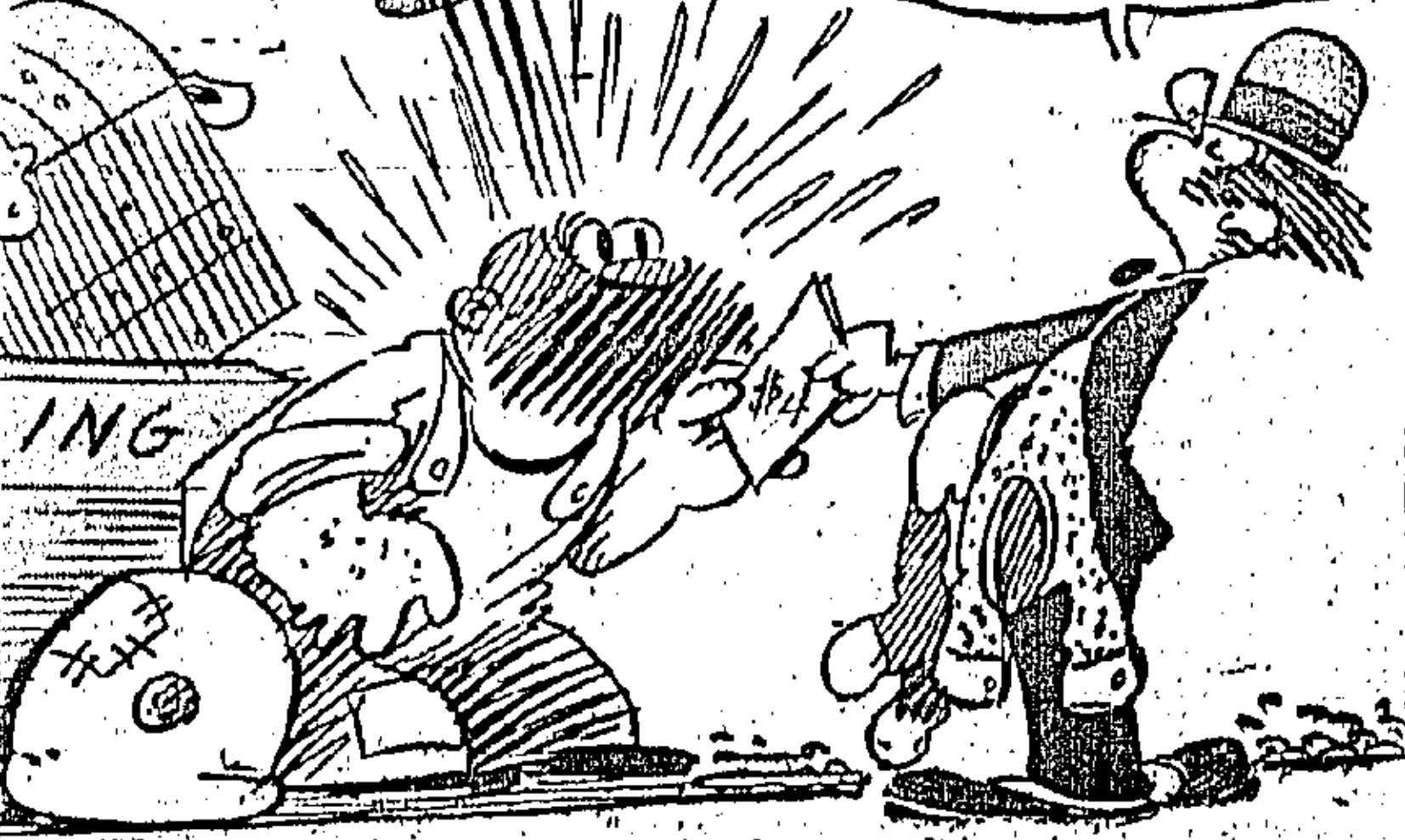
NOW I'VE
GOT \$4



AND YOU'VE CHARGING
ME \$4 FOR DELIVERING
MY TRUNK HERE
ALL T YOU?



WELL - HERE'S TH' \$4 - NOW
WE'RE EVEN



KOOKOO



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ARAFURA	6,000	29th April.	Island, Townsville, B'bane.
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"GLENLUCE"	22nd March.	22nd March.
"CARMARTHENSHIRE"	31st March.	31st March.
"GLENBEG"	14th April.	14th April.
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FROM MACAO: 8 A.M. and 2 P.M. daily. (Sunday: 3.30 P.M. only).

SUNDAY EXCURSION.

On Sunday 6th March s.s. "SUI AN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and Macao at 3.30 P.M.

N.Y.K. LINE**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
"SIBERIA MARU" (Calls Koolung) Sunday, 6th Mar. 10 a.m.
"TAIYO MARU" ... Tuesday, 22nd Mar. at noon.
"TENYO MARU" ... Monday, 4th April.
"Calls Los Angeles"
SOUTH AMERICA via Japan, Honolulu, San Francisco, Lds, Angles Mexico & Panama
"BOKUYO MARU" ... Wednesday, 8th June.
MARSEILLES, LONDON ANTWERP & ROTTERDAM via Ports.
"KITANO MARU" ... Saturday, 12th Mar. 11 a.m.
"HARUNA MARU" ... Saturday, 26th Mar.
"KAMO MARU" ... Saturday, 9th April.
SYDNEY & MELBOURNE via Manila & Ports.
"TANGO MARU" ... Wednesday, 23rd Mar. at 11 a.m.
"AKI MARU" ... Wednesday, 20th April.
NEW YORK and/or BOSTON via PANAMA.
"TAKETOYO MARU" ... Friday, 18th Mar.
"MAYEBASHI MARU" ... Saturday, 26th Mar.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
"TOYOHASHI MARU" (Calls Saigon) Friday, 11th Mar.
BUENOS AIRES via Singapore, Durban & Cape Town.
"HAKATA MARU" ... Wednesday, 23rd Mar.
BOMBAY via Singapore & Colombo.
"SADO MARU" ... Friday, 11th Mar.
"AKITA MARU" ... Tuesday, 15th Mar.
CALCUTTA via Singapore, Penang & Rangoon.
"HAKODATE MARU" ... Thursday, 10th Mar.
"NAGANO MARU" ... Saturday, 19th Mar.
RANGOON via Singapore & Penang.
"YAMAGATA MARU" ... Tuesday, 8th Mar.
NAGASAKI, KOBE & YOKOHAMA.
"AKI MARU" ... Saturday, 19th Mar.
SHANGHAI, KOBE & YOKOHAMA.
"KATORI MARU" ... Tuesday, 8th Mar.
"DURBAN MARU" ... Friday, 11th Mar.
"PENANG MARU" ... Saturday, 12th Mar.
"ATSUTA MARU" ... Tuesday, 22nd Mar.
For further information apply to:—NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON VIA SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).
TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class 472. 10. Od.
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NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.
M.V. "ESQUILINO" Sails on or about 31st March.
S.S. "VENEZIA" Sails on or about 28th April.
HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.
M.V. "VIMINALE" Sails on or about 10th March.
M.V. "REMO" Sails on or about 5th April.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.
S.S. "UMZUMBI" Sails from Calcutta 31st March.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD.
Central 1030, Telephone Agents

£236,597 POLICE FUND.**DISAPPOINTED STRIKE WORKERS.**

The royal signature has now been given to the charter incorporating the National Police Fund and creating a board of trustees to administer it, and the first meeting of the board will be called as soon as the Home Secretary (Sir W. Joynson-Hicks), who is the chairman, returns to London.

The other trustees are the Secretary for Scotland (Sir J. Gilmore), the Lord Chief Justice (Lord Hewart), Lord Lovat, Lord Dunsborough, and Mr. Reginald McKenna.

This fund, which was raised so finely by the "Times" as a testimonial to the work of the police in the general strike last May, has reached a total of £236,597, and the delays consequent on the procedure adopted of securing a royal charter have caused some disappointment among the police, who hoped that an earlier allocation of the money might have been made in the interests of men actually serving at the time of the strike. Many of these have since retired under the age limit.

Money from London.

The total strength of the forces of England, Wales, and Scotland, all of whom may benefit by the terms of the charter, is about 62,000. Of this the Metropolitan and City of London forces account for 22,000. Moreover, since three-quarters of the money was subscribed in London, there is a strong feeling, shared by all ranks in London, that a suitable proportion of the fund should be earmarked for their special benefit. This is a matter for the decision of the trustees, who will find awaiting them a very large number of applications for help for particular local projects from chief constables in every part of the country, including, of course, many areas where the police were unaffected by the general strike.

Subscribers' Intention.

The trustees have a very wide discretion under the charter as to the objects to which they may devote either the capital or interest of the fund. They include even the provision of convalescent homes, almshouses, and the provision of pensions for dependents of policemen who died before the war.

CHANGED SCHOOLBOY.**NOT NOW SO ROUGH.**

To many fathers the schoolboy of to-day is something of an enigma, for, unlike themselves when they were at school, he appears to take learning—and life—with a grown-up seriousness, and even to scorn habits which have always been regarded as natural to schoolboys.

It is being noticed, for instance, that the modern schoolboy rations himself when he visits the "tuck" shop, preferring to spend most of his pocket-money on books and more especially, on what he has come to call "gadgets"—wireless and photographic apparatus and electrical, mechanical, and generally scientific hobbies.

Also, he is not given to playing practical jokes and "roughing" as much as his father was when he was a boy.

The headmaster for more than 30 years of one of the biggest preparatory schools in the country said to a "Daily Mail" reporter on Saturday that while bullying was fairly common in big schools a quarter of a century ago, it was almost non-existent to-day.

"But although the modern schoolboy is not so rough as his predecessor, he is not in any way 'soft,'" he explained.

He has not deteriorated; he is showing, rather, that the virility of the race does not depend on the kicking habit alone. He has many more interests to occupy his mind and absorb his physical energies than past schoolboys had.

"The cinematograph, wireless, photography—these things and many others have a very strong attraction for the boy of to-day. He is probably more intelligent than the boys of the old days, yet lacks their more solid knowledge.

It is urged, however, on behalf of the police, that the subscribers to this fund intended that it should be devoted to the benefit of men actually serving at the time of the general strike, and it is hoped that the trustees will take this into account.

One project which appeals strongly to the London police is the establishment of a large central police club for the use of metropolitan and city constables and the improvement of existing grounds and facilities for outdoor sports.

CONSIGNEE NOTICES.

The Motor Vessel, "REMO,"
From TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, KARACHI, COLOMBO, PENNANG and SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2nd instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 16th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m. by our Surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bill of Lading will be countersigned by,

DODWELL & CO., LTD.
Agents.
Hongkong, March 2, 1927.

OCEAN STEAM SHIP CO., LTD.
And
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer, "ANTENOR,"
From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Hoi's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Hoi's Wharf. The Cargo will be ready for delivery from Godown on and after 4th March.

Optional cargo has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th March will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 24th March or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE.
Agents.
Hongkong, March 3, 1927.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship, "CAPITAINE FAURE,"
Bringing cargo from DUNKIRK, ANTWERP, MIDDLESBROUGH, LONDON & C.

Consignees are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored into the Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

All claims must be sent in to me on or before the Tuesday the 6th March, 1927 or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyor Messrs. Goddard & Douglas in the presence of the Consignees at 10.00 a.m. on Friday the 4th March, 1927.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE.
Agent.
Hongkong, February 20, 1927.

AMERICAN & ORIENTAL LINE.
From NEW YORK.

The Motor Vessel, "LARCHBANK"

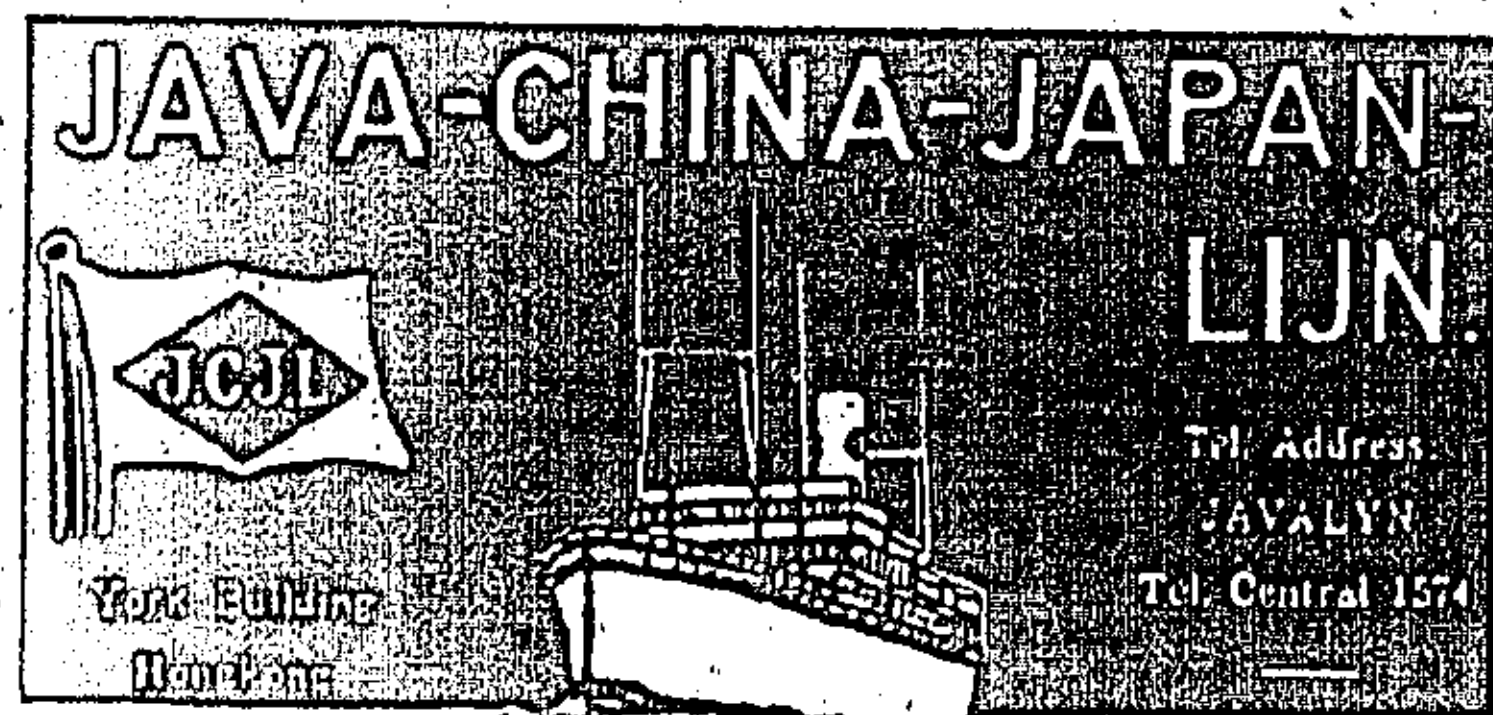
having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 10th March, 1927, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 17th March, 1927 or they will not be recognized.

All broken, chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on Thursday, 10th March, 1927, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by,
THE BANK LINE LIMITED,
General Agents.
Hongkong, March 4, 1927.

**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Steamers	From	Expected on or about	Will leave on or about	For
Tjisroca	Shanghai	7th Mar.	10th Mar.	Batavia
Tjikembang	Batavia	13th Mar.	15th Mar.	Shanghai
Tjitaroom	Java, Mesr	15th Mar.	17th Mar.	Amoy, S'hai & North China
Tjilmanoeck	N. China	15th Mar.	18th Mar.	M'ksar, Java
Tjikarang	Batavia	27th Mar.	31st Mar.	Shanghai
Tjikembang	Shanghai	28th Mar.	31st Mar.	Batavia
Tjilboet	Java, Mesr	29th Mar.	31st Mar.	Amoy, S'hai & North China
Tjisalak	N. China	29th Mar.	1st Apr.	Batavia
†Via Macassar				
*Via Batavia				

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the
Java-China-Japan Lijn.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.**SERVICE OF FAST MOTOR VESSELS.**

LOADING DIRECT FOR
Marseilles, Valencia, Rotterdam, Hamburg and Scandinavian Ports.

M.V.	From	Expected on or about	Will leave on or about	For
"CANTON"				7th March.
"DELHI"				9th April.
"SUMATRA"				18th May.
"AGRA"				8th June.
"DELHI"				6th March.
"SUMATRA"				8th April.
"AGRA"				8th April.

For Shanghai & Japan ports.
For further particulars apply to the
Agents:
GILMAN & CO., LTD.
Hongkong.
G. E. HUYGEN,
Canton.

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL:
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Litts, Peking.

KING EDWARD HOTEL

Meals can be had as follows:—
Breakfast 7.30 a.m.—10 a.m. \$1.00 per Cover
Dinner 1.00 p.m.—2 p.m. \$1.00 " "
Dinner 7.30 p.m.—9 p.m. \$1.25 " "
Nothing to equal it at the price in the Colony.

CENTRAL LOCATION

Electric Lifts and Lighting.
Telephones on each floor.
Hotel Launch meets all Steamers.

TELEPHONE: C. 373.

TEL. ADD VICTORIA.
J. H. WITCHELL,
Manager.

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON

Modern Toilet System.

Elevator and Telephones to each floor.

Smoking Room and Saloon Bar. First Class Billiard Table
Recently renovated throughout.

Dinner Dance Wednesday

Manager's Personal Attention

Tels. K. 608-609.

WM HAROLD PERRY
Manager

Cables KOWLOON. HONGKONG

PALACE HOTEL

Tel. Kowloon No. 3
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans through-
out. Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—
"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL, LTD.

Arthur E. Odell, Managing-Director.

NOW IS THE TIME TO
BUY HIS CIGARS.

WE HAVE CHOICE
BRANDS AT MOST
REASONABLE PRICES.

"GERMINAL
EXCELLENSES"
are always welcome

VICENTE ATIENZA & CO.

Tel. K. 155

54, Nathan Road, Kowloon.

BEST BRAND IN THE MARKET
NEW

PENNANT-BEER

35 cents only per quart bottle.

Try it, it makes you more cheerful and vigorous.

Sole Agents:

Mitsui Bussan Kaisha Ltd.

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

TO-DAY'S RACES.

"OFF DAY" RESULTS.

Beautifully fine weather favoured the fourth day of the Hongkong Jockey Club's Race Meeting, held at Happy Valley this afternoon.

There was a big attendance, and some excellent sport was witnessed, as most of the Shanghai jockeys remained for the "Off Day." The cash sweeps and pari-mutuel were well patronised, spectators being anxious to try their luck on this the last day of the Meeting.

The afternoon's results were:

1.—THE "HAY AND CORN" STAKES.—Winner \$400. Second \$150. Third \$75. For Subscription Grif-
fins of any season that have started at least twice at this Meeting and have not won. Five furlongs.

Messrs. Hall and Shenton's The Gnome (Mr. Ralph) 1
Mr. R. M. Austin's Home Call (Mr. Dallas) 2
Messrs. Tester and Abraham's Bing Boy (Mr. Encarnacao) 3

Eleven ran. Won by a length and a half, with a short head between second and third. Time: 1 min. 14.2/5 secs.

Pari-Mutuel.—Winner, \$25.40; 1st Place, \$5.80; 2nd Place, \$9.70; 3rd Place, \$8.60.

2.—THE "LOITERERS" STAKES.—Winner \$400. Second \$150. Third \$75. For Grifpins of this Meeting that have started at least twice and have not won. Five furlongs.

Mr. Roda's Democrates (Mr. Haimovitch) 1
Mr. Eve's Bright Eve (Mr. Pote-Hunt) 2
Messrs. Hall and Shenton's The Ghoul (Mr. Ralph) 3

Ten ran. Won by six lengths; with two lengths between second and third. Time: 1 min. 15 secs.

Pari-Mutuel.—Winner, \$7.20; 1st Place, \$5.80; 2nd Place, \$9.70; 3rd Place, \$8.60.

3.—THE "ALL OUT" STAKES.—Winner \$400. Second \$150. Third \$75. For all China Ponies that have started at least twice at this Meeting and have not won. Five furlongs.

Mr. Roda's Lady Love (Mr. Haimovitch) 1
Mr. Dynasty's King of Troy (Mr. Dallas) 2
Messrs. Toeg and Priestley's Grande del Norte (Mr. Sokoloff) 3

Seven starters. Won by five lengths, with two lengths between second and third. Time: 1 min. 13.3/5 secs.

Pari-Mutuel.—Winner, \$7.30; 1st Place, \$5.90; 2nd Place, \$6.30; 3rd Place, \$12.10.

4.—THE TYTAM HANDICAP.—Winner \$600. Second \$200. Third \$100. For Subscription Grifpins of this Meeting that have started at least twice. One mile.

Messrs. Dyer and Bieth's Loeh Tummel (Mr. Reidy) 1
Messrs. Hall and Shenton's The Grig (Mr. Ralph) 2
Messrs. Tester and Abraham's Bing Boy (Mr. Encarnacao) 3

Twelve starters. Won by a short head, with a length and a half between second and third. Time: 2 min. 9.2/5 secs.

Pari-Mutuel.—Winner, \$16.20; 1st Place, \$6.80; 2nd Place, \$6.80; 3rd Place, \$6.90.

5.—THE HONGKONG HANDICAP.—"A" Class. Winner \$600. Second \$200. Third \$100. For all China Ponies that have started at least twice at this Meeting. One mile and a quarter.

Messrs. Tester and Abraham's Attaboy (Mr. Encarnacao) 1
Mr. R. M. Austin's Brigade Call (Mr. Pote-Hunt) 2
Mrs. R. J. Paterson's Ukelele (Mr. Brodie) 3

Nine ran. Won by a neck, with half a length between second and third. Time: 2 min. 39.3/5 secs.

Pari-Mutuel.—Winner, \$24.40; 1st Place, \$8.30; 2nd Place, \$7.90; 3rd Place, \$18.70.

6.—THE HONGKONG HANDICAP.—"B" Class.
Messrs. Dyer and Bieth's Total Abstinence (Mr. Dallas) 1
Mr. R. M. Austin's Grey Knight (Mr. Pote-Hunt) 2
Messrs. Toeg and Priestley's Espoir (Mr. Sokoloff) 3

Seven ran. Won by one and a half lengths, with three lengths between second and third. Time: 2 min. 38.3/5 secs.

Pari-Mutuel.—Winner, \$8.50; 1st Place, \$5.80; 2nd Place, \$8.50; 3rd Place, \$7.10.

7.—THE PROFESSIONAL CUP AND SUBSCRIPTION GRIFFINS CHAMPIONS.—A Sweepstakes of \$25 each for starters A Cup Presented \$500 to the Winner by the donors and \$500 added. Second \$400. Third \$250. To be won two years in succession or three years in all by Ponies the bona fide property of the same owner or owners. For Subscription Grifpins of this Meeting. One mile and a quarter.

Mrs. R. J. Paterson's Skidoo (Mr. Brodie) 1
Mr. Sim's Bagheera (Mr. Dallas) 2
Mr. Ho Kom Tong's Kom Hall (Mr. Encarnacao) 3

Five ran. Won by a short head, with a neck between second and third. Time: 2 min. 42.4/5 secs.

Pari-Mutuel.—Winner, \$11.60; 1st Place, \$7.50; 2nd Place, \$10.10.

8.—THE "LUCKY" STAKES.—Winner \$400. Second \$150. Third \$75. For China Ponies that have started in at least two Extra Meetings in 1926 and at least twice at this Meeting and have not won at this Meeting. Six furlongs.

Mr. R. M. Austin's Home Call (Mr. Dallas) 1
Mr. R. J. Paterson's September (Mr. Brodie) 2
Messrs. Hall and Shenton's The Goblion (Mr. Ralph) 3

Four ran. Won by three lengths, with two lengths between second and third. Time: 1 min. 33.3/5 secs.

Pari-Mutuel.—Winner, \$10.90; 1st Place, \$6.10; 2nd Place, \$8.80.

9.—THE UNITED SERVICE CUP.—A Cup will be presented to the Winner with \$200 added. Second \$150. Third \$75. For China Ponies the bona fide property of and to be ridden by Officers of H. M.'s Regular Forces. "Polo Ponies" leased by Officers will, for the purpose of this Race, be considered as the bona fide property of such Officers. Catch Weights at 160 lb. One mile.

Mr. Bulteel's Saracen (Owner) 1
Mr. Bole's Rorderer (Owner) 2
Mr. Ramsey's Urgent (Owner) 3

Fourteen starters. Won by half a length, two lengths between second and third. Time: 2 min. 17.1/5 secs.

Pari-Mutuel.—Winner, \$21.50; 1st Place, \$8.90; 2nd Place, \$15.10; 3rd Place, \$11.10.

10.—THE "MAFOOS" RACE.—Winners \$400. Second \$150. Third \$75. Stakes to Owners. For China Ponies that have started in at least two Races at this meeting and have not won, ridden by bona fide riding boys in racing colours. Weight, 137 lb. No whips or spurs allowed. First \$50. Second \$30. Third \$20. One-mile and a quarter.

Saucy Sue (Owner) 1
Grey Knight (Owner) 2
King of the Plains (Owner) 3

Six ran. Won by many lengths, with two lengths between second and third. Time: 2 min. 40 secs.

Pari-Mutuel.—Winner, \$8.50; 1st Place, \$5.60; 2nd Place, \$6.20; 3rd Place, \$7.30.

Westminster City Council have decided not to proceed with the Palford-street (Grosvenor-road) site housing scheme.

550 Tickets:—1218, 1691, 349, 1583, 1678, 1192, 150, 967, 763, 563.

Ticket No. 438 \$4,223.80
" 200 \$1,206.80
" 674 \$ 603.40
550 Tickets:—1542, 612, 1322.

Leningrad.—Music with their meals is to be provided for factory workmen of the Leningrad district. The directions of industry believe that the rest period in the middle of the day will be more restful if musical distraction is offered and the experiment is to be tried, in the hope of speeding up a factory production.

550 Tickets:—1218, 1691, 349, 1583, 1678, 1192, 150, 967, 763, 563.

Ticket No. 221 \$4,235.00
" 1291 \$1,210.00
" 1488 \$ 605.00
550 Tickets:—1218, 1691, 349, 1583, 1678, 1192, 150, 967, 763, 563.

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Leningrad.—Music with their meals is to be provided for factory workmen of the Leningrad district. The directions of industry believe that the rest period in the middle of the day will be more restful if musical distraction is offered and the experiment is to be tried, in the hope of speeding up a factory production.

550 Tickets:—1218, 1691, 349, 1583, 1678, 1192, 150, 967, 763, 563.

LUCKY NUMBERS.

TO-DAY'S CASH SWEEP FIGURES.

The figures for the Cash Sweeps at to-day's Race Meeting at Happy Valley are:

First Race.

Ticket No. 217 \$1,069.60
" 327 \$ 303.60
" 172 \$ 152.80
550 Tickets:—850, 259, 11, 189, 109, 220, 553, 137.

Second Race.

Ticket No. 340 \$1,390.20
" 352 \$ 397.20
" 394 \$ 198.60
550 Tickets:—499, 933, 467, 48, 635, 507, 279.

Third Race.

Ticket No. 238 \$1,766.80
" 2 \$ 504.80
" 523 \$ 252.40
550 Tickets:—144, 439, 576, 870.

Fourth Race.

Ticket No. 365 \$2,006.20
" 763 \$ 573.20
" 722 \$ 286.60
550 Tickets:—550, 604, 790, 176, 135, 735, 401, 695, 793.

Fifth Race.

Ticket No. 770 \$3,799.60
" 1240 \$1,085.60
" 53 \$ 542.80
550 Tickets:—200, 509, 485, 543, 324, 1245.

Sixth Race.

Ticket No. 771 \$4,068.40
" 1050 \$1,162.40
" 892 \$ 581.20
550 Tickets:—1427, 1429, 1291, 1371.

Seventh Race.

Ticket No. 1160 \$4,396.00
" 1123 \$1,256.00
" 152 \$ 628.00
550 Tickets:—1374, 1059.

Eighth Race.

Ticket No. 1102 \$4,366.60
" 687 \$1,247.60
" 591 \$ 623.80
550 Tickets:—955.

Ninth Race.

Ticket No. 221 \$4,235.00
" 1291 \$1,210.00
" 1488 \$ 605.00
550 Tickets:—1218, 1691, 349, 1583, 1678, 1192, 150, 967, 763, 563.

Tenth Race.

Ticket No. 438 \$4,223.80
" 200 \$1,206.80
" 674 \$ 603.40
550 Tickets:—1542, 612, 1322.

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